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ONE SHILLING.

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BRITISH OFFICERS ON GUARD IN A RUSSIAN DANGER-ZONE: TRAVELLING ON AN ENGINE ON THE TRANS-SIBERIAN RAILWAY.

Two British officers travelled in the cab of the engine when the train was passing through dangerous areas, in order to inspire confidence in driver and fireman, and so keep them up to their work in case of attack. - [PHOTOGRAPH BY C.N.]



## ON THE RUSSIAN FRONT: TWO PHOTOGRAPHS OF INTEREST.

PHOTOGRAPHS SUPPLIED BY CENTRAL NEWS.



WHERE THE EMPEROR OF RUSSIA WAS MURDERED: THE HOUSE AT EKATERINBURG.



GUARDING THE TRANS-SIBERIAN RAILWAY: SOLDIERS OF THE NEW CZECHO-SLOVAK REPUBLIC.

The top photograph on this page, which is an enlargement from a film negative recently received in London, shows the house in Ekaterinburg, on the Eastern front, where the Emperor of Russia and his family were murdered. It will be remembered that it was reported that they were dragged out of their beds at midnight, taken down to a cellar

and put to death.—Our second photograph shows a party of soldiers of the new Czechoslovak Republic guarding the Trans-Siberian Railway. It is interesting to note that they are very well equipped and clothed, and are good fighters. It is probable that their outfit was supplied to them out of the resources of the Allies.

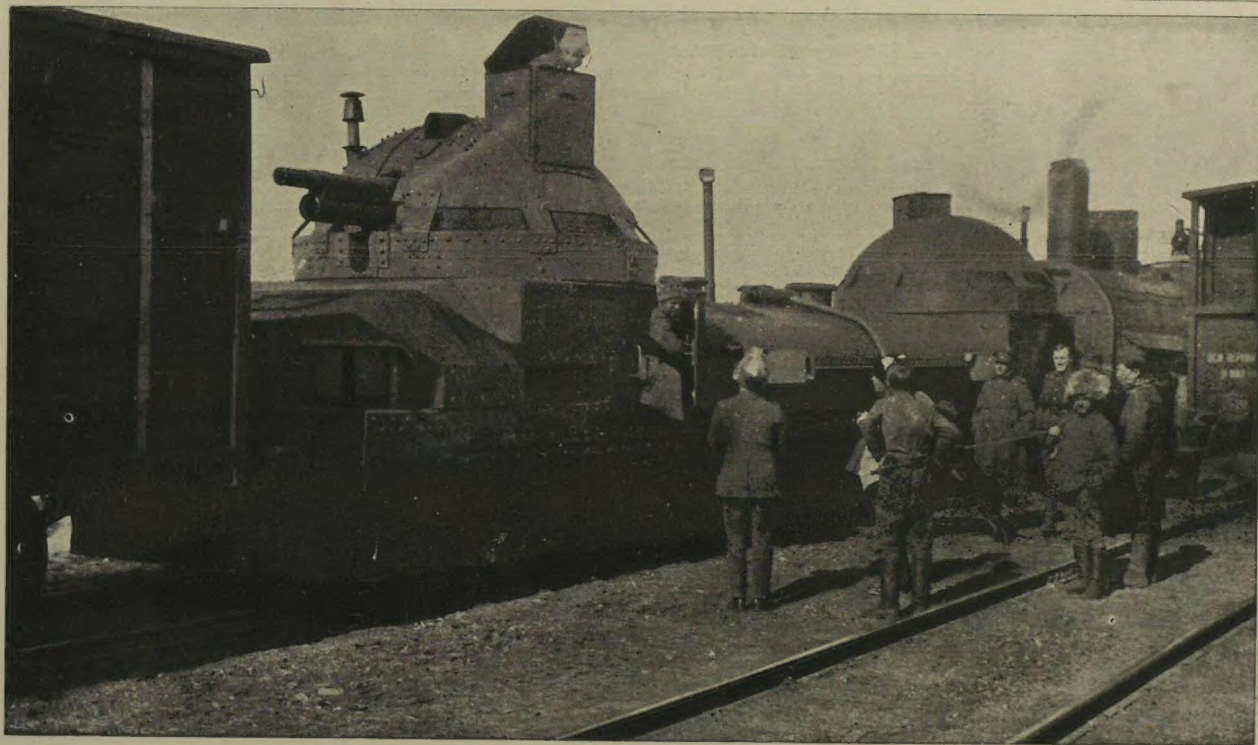


## FIGHTING BOLSHEVISM IN SIBERIA: ANGLO - RUSSIAN CO - OPERATION.

PHOTOGRAPHS SUPPLIED BY CENTRAL NEWS.



UNDER THE EYE OF BRITISH OFFICERS: PHYSICAL "JERKS" FOR RUSSIAN OFFICERS, AT VLADIVOSTOK.



FOR KOLTCHAK'S COSSACK GENERAL: THE ARMOURD TRAIN OF GENERAL SEMENOV, ATAMAN OF THE TRANS-BAIKAL COSSACKS.

The top photograph shows Russian officers doing their physical training at a Russian Island Officers' School, under British officers and instructors. The officer in charge, wearing a muffler and "shorts," is seen with a British N.C.O. instructor in the middle distance; whilst in the foreground is an interested group of British and Russian spectators.

In the background are the Russian officer-pupils doing physical "jerks" in the most approved style of the British Army. The second photograph shows the armoured train for General Semenov, Ataman (Chief) of the Trans-Baikal Cossacks. He has acted as Corps Commander under Koltchak. In this photograph, also, are British officers.





By G. K. CHESTERTON.

ALL revolutionists are reactionaries; or rather, perhaps, resurrectionists. The only difference is that the most advanced dig up the dead; while the more moderate merely release those that are buried alive. In other words, both the traditionalist and the anti-traditionalist are living by old traditions; but the latter lives by a tradition that is lost. The futurist is so called because of the exceedingly remote past to which he would return. He professes to draw like primitive man instead of primitive mediæval painters. But mediæval art is still living art; men still copy its crafts and worship in its cathedrals. Prehistoric art is just old enough to be dead; therefore it is just dead enough to be new.

I have seen a sort of shadow of this in some discussions about War Memorials, now occupying many towns and villages in England. Thus, for instance, I find myself among those who want the war commemorated by crosses set up in the English towns and villages. There are many who want a monument that will be useful. In other words (as I should say) they want a monument that will not be monumental. I may say something elsewhere about these public-spirited but hardly clear-headed people, who think that the memory of the Marne could be handed down by a sort of Carnegie library, or that the sight of a swimming bath would always fill the imagination with old unhappy far-off things and battles long ago. But even among those who can bring themselves to tolerate the idea of the monument being a monument, there are many who dislike the idea of the monument being a cross. I have noticed that these are often persons of the progressive, advanced, or enlightened sort; who vaguely feel that we have left such antiquated symbols behind. I have also noticed that these people generally propose to erect, not a cross, but an obelisk. Now an obelisk is a much more antiquated symbol than a cross. It is so antiquated that its very meaning is probably lost; save for one theory, which would considerably startle the worthy Nonconformists

symbolism, they talk much of dead churches and decaying creeds; they talk of a creed as a cant. But their own talk is itself a cant. They do not dislike the cross because it is a dead symbol; but because it is a live symbol. And the proof of it is that they would never raise the faintest question about a really dead symbol, such as an obelisk. Primitive priests may have splashed an obelisk with human blood, amid a horrible noise of horns and



WITH ADMIRAL KOLTCHAK'S FORCES IN RUSSIA: GENERAL SIR A. KNOX PHOTOGRAPHED WITH GENERAL GAIDA (ON THE LEFT) AND GENERAL BOGOSLOVSKY (ON THE RIGHT). Our photograph shows General Knox with the Headquarters Staff of Admiral Koltchak's armies. General Bogoslovsky is the Chief of Staff.

Photograph by Central News

gongs. Mad emperors may have dedicated an obelisk to the sun, with arrogant inscriptions and the invocation of lawless legends. The obelisk might mean all these things, if it meant anything. But it is merely enlightened, and means nothing. People do not mind putting up something in the shape of Cleopatra's Needle; precisely because they know about Cleopatra what they also know about Queen Anne; possibly the only thing that they do know about Queen Anne. The Queen of Egypt and the Queen of England are both dead, and they are credited with no uncomfortable habit of rising from the dead. The practical paradoxes, the romantic

We see the same thing, of course, in many modes of modern art. The young artists always prove that they are not old-fashioned by appealing to yet older fashions. There is the curious movement, akin to Cubism, which tends to treat sculpture as a sort of architecture. The Gothic grotesque carved faces on buildings; but this would reverse it by removing the faces from statues. Such impersonal statuary is itself a kind of iconoclasm. But although there is something almost Moslem in such avoidance of imagery, as if it were idolatry, we may reasonably appreciate the real ambition of such art. Its ambition is a certain sense of masses and featureless proportions; a simplicity that hews out the god like the temple. In other words, the progressive artist leaves ancient Greece behind him and goes on to ancient Egypt. I do not blame him for doing this, if he knows he is doing it. But I do object to his giving himself the airs of an anarchist, when he has only a right to the airs of an archaeologist.

It is true that originality only means the power of returning to origins. But there is still a difference between those who are in touch with origins through a living tradition, and those who only come back to them by a lonely journey among the dead. One difference is that tradition is always more full; that is, tradition is always more free. To find a thing by adventure is to find it in one aspect; it will remain fixed in one form in the mind. To receive it by legend and living popular story is to receive the whole of it, the lesser and lighter as well as the weightier and more solemn aspects. If a man thinks he has found out the truth about the Eleusinian Mysteries it will at best be one truth about them. It will probably be some hieratic solemnity about the gods or about the dead. But he will find it hard to joke about the Eleusinian Mysteries. It is far otherwise with mysteries that have come down to us through mediæval times by lively popular memories; as, for instance, the idea of Christmas. There a modern man may inherit the whole thing; with all its accumulations, comic, fantastic and familiar, as



UNDER A BRITISH GUARD: BOLSHEVIK PRISONERS ON THE EASTERN FRONT IN RUSSIA.

Our photograph shows a working-party of Bolshevik prisoners at Ekaterinburg, where General Sakharoff's troops have recently met with considerable success against the "Red," or Bolshevik, Army.

Photograph by Central News

who propose to put it up. Like a man so old that he has lost his senses, it is so old that it has lost its sense or significance. That is why it is valued by the enlightened and the liberal-minded. When they meet a religious monument they like to poke it and prod it, to make sure that it is really dead. They prefer it to be so primitive that it cannot reproach them with any memory, or even mock them with any meaning. In criticising Christian

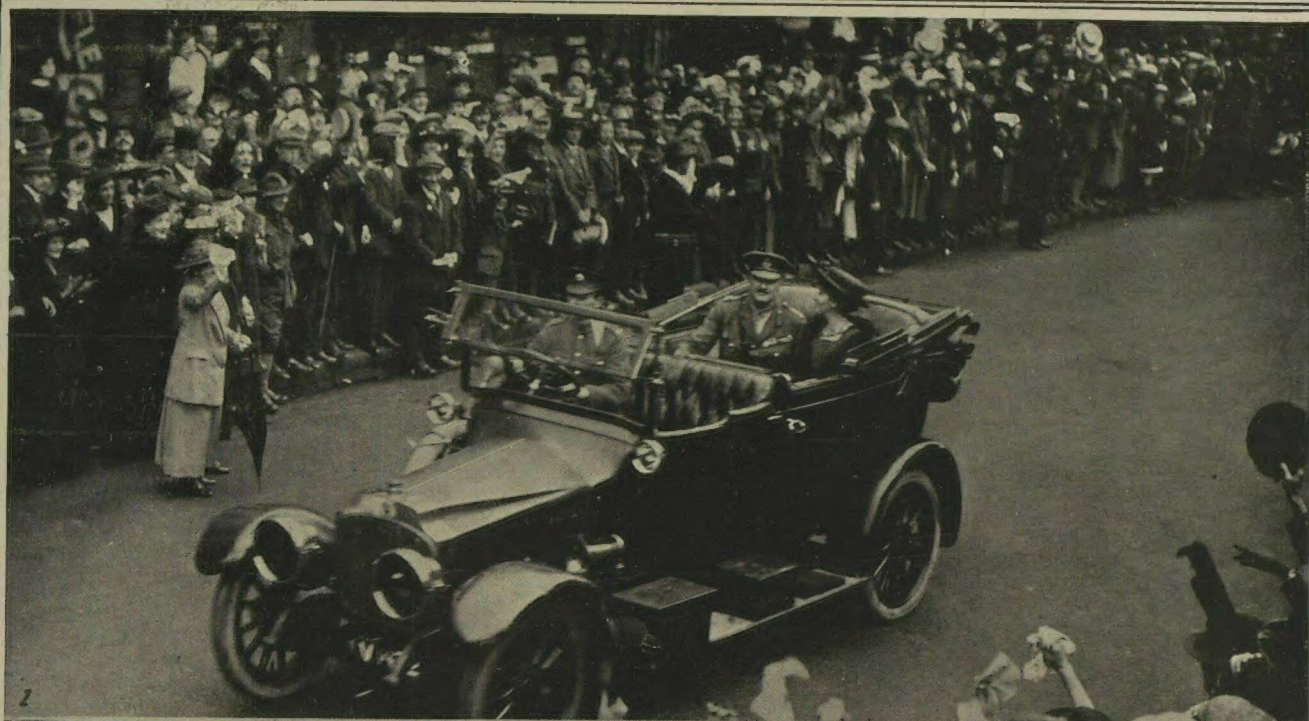
refusals, the sacrificial recklessness represented by the cross, are not suggested by Cleopatra's Needle. A camel can always go through the eye of that needle. In the same way almost any other symbolic shape might be chosen; so long as it symbolised nothing, or nothing that really mattered to us. We might set up a War Memorial in the style of Stonehenge, because nobody is certain what it really was.

It has gathered them in going through the ages. He can in the most literal sense take liberties with it; that is, he can make liberties out of it. He cannot do this with a mere vision of alien things; for with any change of attitude a mere vision will vanish. It will be well if they allow a village to have a village cross; and even, in a magnanimous moment, allow a statue to have a face. They will be enriching the remainder of the human story.



## THE RETURN OF THE VICTOR: ALLENBY COMES HOME.

PHOTOGRAPH BY CENTRAL NEWS.



1. DRIVING THROUGH LONDON, WITH HIS WIFE: FIELD-MARSHAL ALLENBY AFTER HIS ARRIVAL.

Field-Marshal Allenby—"Bull Allenby," as he is called by his soldiers—the conqueror of the Turks, arrived in England on Tuesday afternoon, September 16, and was accorded a great and fitting ovation at Dover and at Victoria Station. In London he was received on the platform by the Earl of Athlone, representing the King, representatives of the Army Council, the Air Ministry, and the Foreign Office, together with Field-Marshal Lord

2. PHOTOGRAPHED ON HIS RETURN TO ENGLAND: FIELD-MARSHAL ALLENBY.

Haig and Major-General Sir G. Feilding, Commanding the London District. Outside Victoria Station the great soldier who forced Turkey out of the war received a splendid greeting from crowds of the general public and a large number of men who had served under him. Amongst those who met him at Dover was General Horne, who co-operated with General Allenby at Arras at the time of the capture of Vimy Ridge.



# THE PRINCE OF WALES IN CANADA: AT TORONTO AND OTTAWA.

PHOTOGRAPHS BY CENTRAL NEWS.



AT ST. ANDREW'S HOSPITAL, TORONTO: THE PRINCE INSPECTING WOUNDED SOLDIERS.



SHAKING HANDS WITH "SISTER": THE PRINCE GREETING NURSES AT THE HOSPITAL AT TORONTO.



AT GOVERNMENT HOUSE OTTAWA: LADY RACHEL CAVENDISH.



PRESENTING A POSTHUMOUS D.S.O.: THE PRINCE DECORATING RELATIVES OF FALLEN HEROES.



GREETING AN OLD COMRADE OF THE CAMPAIGN: THE PRINCE MEETS GENERAL CURRIE.



WELL AND TRULY LAID: THE PRINCE LAYS THE CORNER-STONE OF THE NEW PARLIAMENT BUILDINGS AT OTTAWA.



UNCONVENTIONAL AND POPULAR: THE PRINCE WAVING HIS HAT TO THE CROWD AFTER LAYING THE STONE.

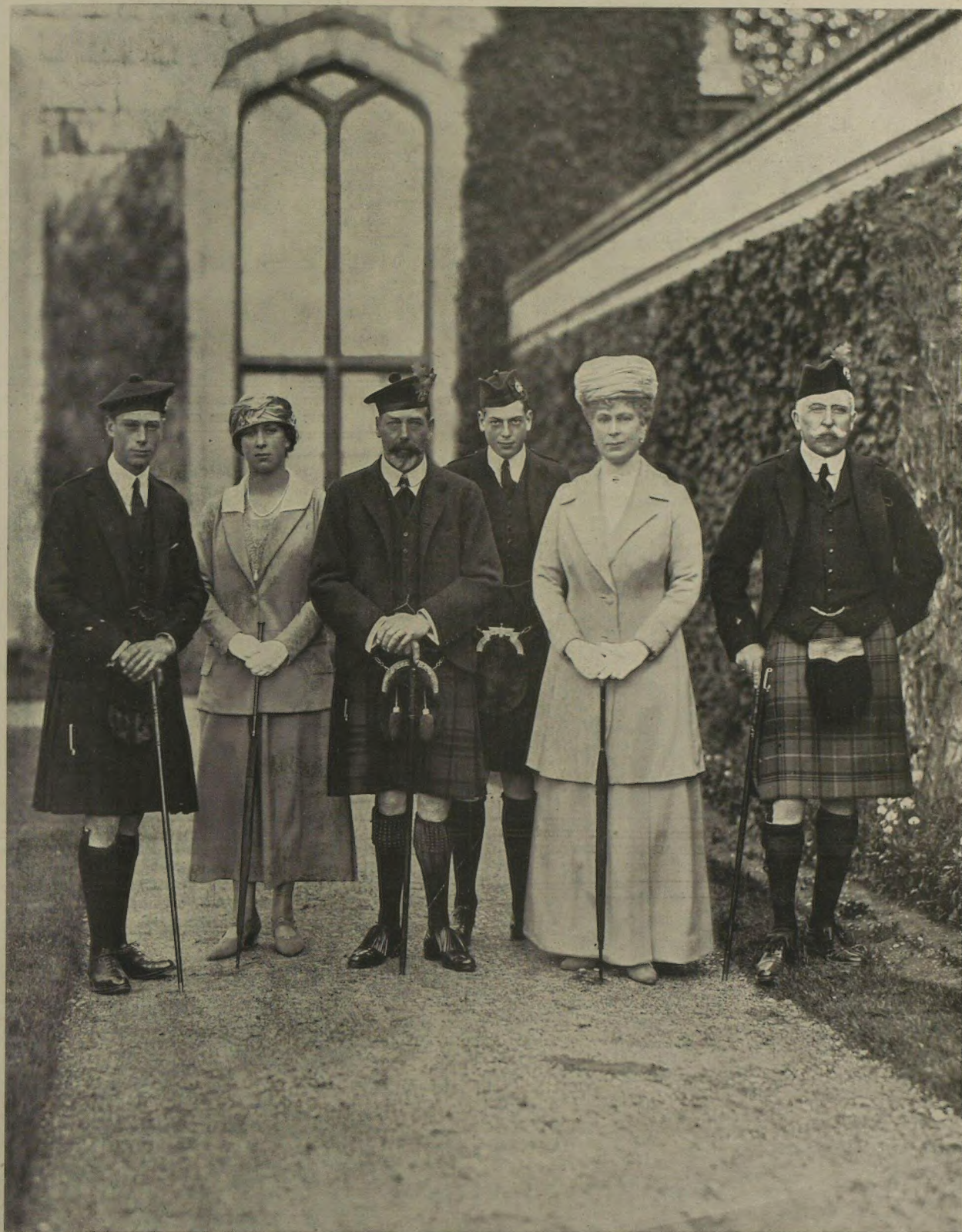
The Prince of Wales gains fresh triumphs of popularity wherever he goes. At Toronto and Ottawa he was greeted with unparalleled demonstrations of enthusiasm. Dressed no longer as a naval Captain, but in the uniform of a Colonel of the Welsh Guards, he delighted everyone. "Miss Toronto," wrote an enthusiastic admirer in one of the city's newspapers, "was yesterday introduced to the Prince. To-day she loves him with an

undying, whole-hearted and loyal affection." At Ottawa it was the same. An evening paper said: "Within a few minutes of his arrival, the royal guest charmed Ottawa with his happy smile and pleasant manner, and had been taken to the heart of the people. The crowd was happy. It had seen its Prince, and he measured up to the highest standards imagined. If the officials were shocked, the Prince and the people were happy."



## ON WELL-EARNED HOLIDAY: THEIR MAJESTIES IN SCOTLAND.

PHOTOGRAPH BY C. VANDYK, LONDON.



AT BALMORAL: THE KING AND QUEEN; WITH PRINCE ALBERT, PRINCESS MARY, PRINCE GEORGE, AND THE DUKE OF CONNAUGHT.

The Court left London for Balmoral on Monday, August 18, reaching there on the Tuesday morning. It was then said that the King, who hoped to get some shooting and some salmon-fishing during his well-earned holiday, would not be back in England for some weeks unless anything unforeseen should make an earlier return necessary. On their

arrival at the Castle, their Majesties were received by the Royal Highlanders, the Master of the Household, and the tenants and servants of the Royal Estate. Since then the "Court Circular" has shown that the royal visit has been by no means one of holiday only: the King keeps in the closest touch with affairs.

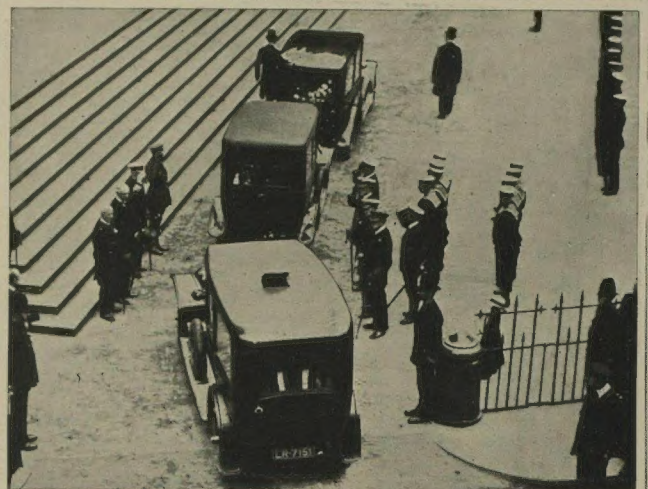


# THE PASSING OF A GREAT SAILOR: THE FUNERAL OF LORD BERESFORD.

PHOTOGRAPHS BY CENTRAL PRESS, SILK, FARRINGTON, G.P.U., AND C.N.



THE LAST JOURNEY FROM SCOTLAND: THE BODY OF LORD BERESFORD CARRIED INTO NO. 1, GREAT CUMBERLAND PLACE.



TO THE SALUTE OF THE PALL-BEARERS: THE MOTOR-HEARSE ENTERING THE CHURCHYARD OF ST. PAUL'S.



FOLLOWED BY AN OFFICER BEARING THE DEAD ADMIRAL'S DECORATIONS: THE COFFIN BORNE INTO ST. PAUL'S.



HEADED BY LORD MARCUS BERESFORD: RELATIVES OF THE DEAD ADMIRAL ENTERING THE CATHEDRAL.



AT PUTNEY VALE CEMETERY: FIRING THE VOLLEYS OVER THE GRAVE.



AT PUTNEY VALE CEMETERY: THE "LAST POST," SOUNDED BY ROYAL MARINES.

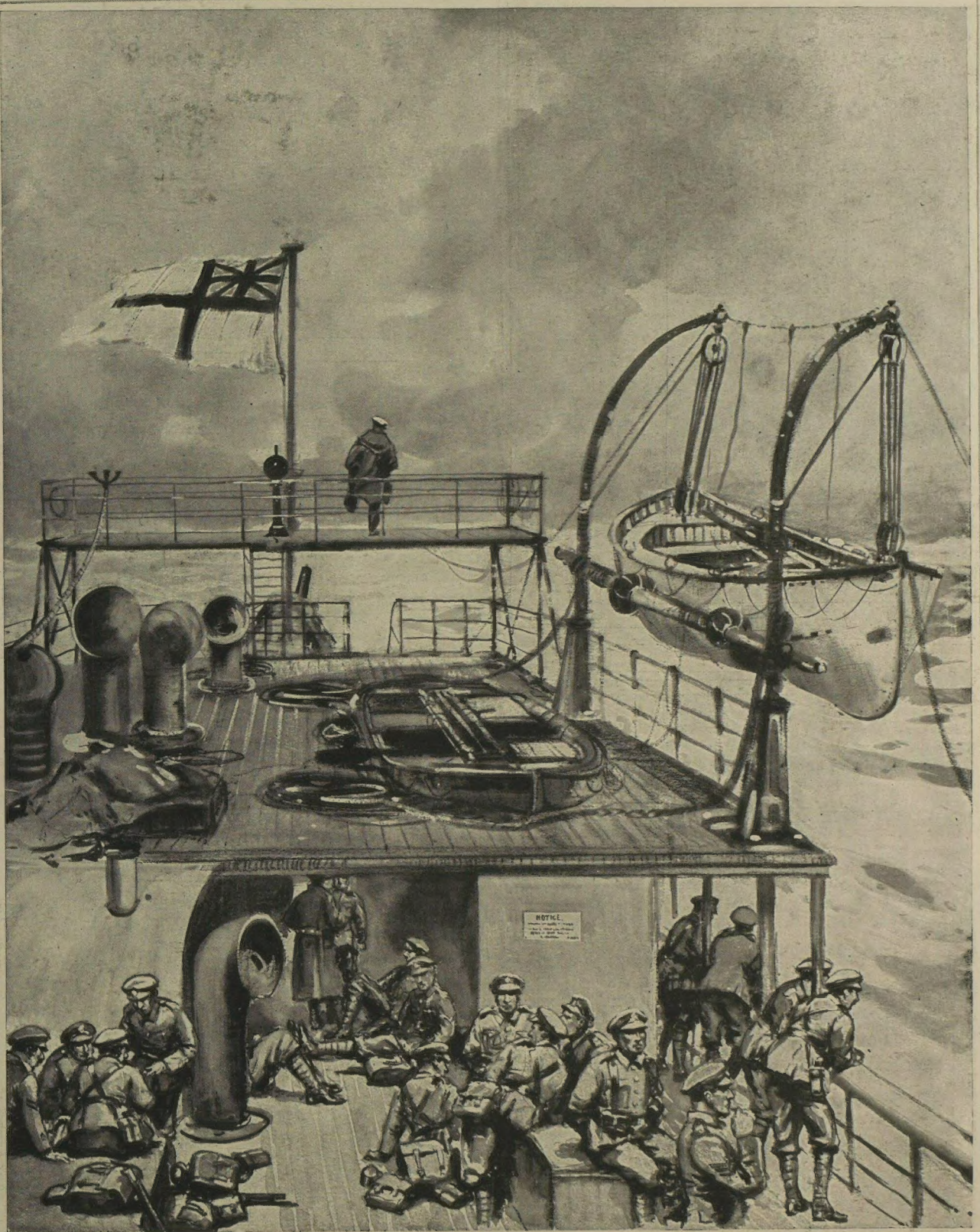
The funeral of Lord Beresford took place on Saturday, September 13. The first part of the service was held at St. Paul's Cathedral, before the burial at Putney Vale Cemetery. The body was carried in a motor-hearse. The coffin bore upon it the late Admiral's sword and cocked hat, while an officer carried a cushion with his decorations. The pall-bearers were Admiral of the Fleet the Hon. Sir Hedworth Meux, Admiral Sir Reginald Custance, Admiral Sir Francis

Bridgeman, Admiral Sir James Startin, Admiral Sir Doveton Sturdee, Vice-Admiral Sir Montague Browning, Rear-Admiral Sir Osmond de Beauvoir Brock, and Major-General Sir David Mercer. Admiral Sir Robert S. Lowry was unable to act as a pall-bearer, owing to ill-health. The King was represented by Admiral the Hon. Sir Stanley Colville. At Putney Vale, the Ven. C. W. C. Ingles, of the Admiralty, officiated.



# ON A FLEET - MESSENGER : AN AFTER - ARMISTICE WATCH.

DRAWN BY FRANK H. MASON, R.B.A. (COPYRIGHTED IN U.S.A. AND CANADA.)



ON THE LOOK-OUT FOR "MAN OVERBOARD": THE SPECIAL "LIFE-BUOY SENTRY."

Describing this illustration, Mr. Mason writes: "A recently published drawing showed the 'Fleet-Messengers' which act as passenger-carriers and ferry-boats for Naval Personnel and others in the Mediterranean and elsewhere. Mention was made at the time of the very busy activities of these important vessels, which have been crowded to the utmost of their accommodation since the Armistice. The above drawing shows a rather curious and novel feature of the equipment of the 'Fleet-Messengers,' introduced as a result of the present conditions. This is a sentry, stationed aft, whose duty it is to keep a keen eye

for the chance 'alling overboard of a passenger. There are not only life-buoys at hand which he can fling into the sea, but there is a specially contrived voice-pipe from which information can be shouted immediately to various stations on the ship. On some of these busy vessels notices are posted warning passengers that it is up to them not to fall overboard, as the ship will not stop if they do—an amusing piece of bluff which is not without its effect in putting the wind up careless folk! During the war this injunction was observed sternly, for no ship could afford to lie to with U-boats about."



## THE TANK AS MOUNTAIN-HOTEL 'BUS—AND GENERAL CARRIER.

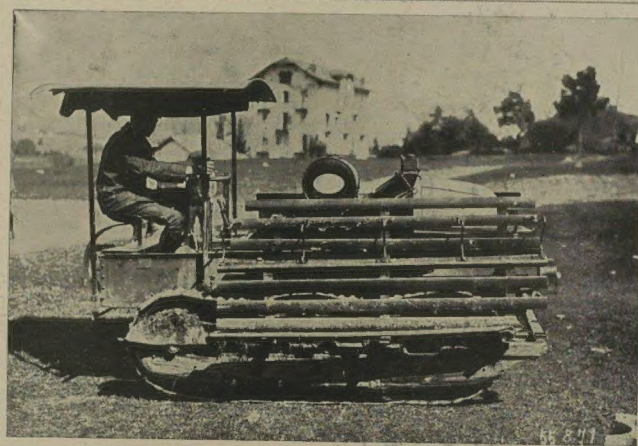
PHOTOGRAPHS BY TRAMPMAN AND ROL.



THE TESTS AT MÉGÈVE AND ON THE MONT D'ARBOIS: TANKS LEAVING THE VILLAGE.



SHOWING HOW THE PASSENGERS ARE CARRIED: AN HOTEL TANK DURING THE TRIALS.



FITTED WITH PASSENGER-SEATS: A TANK WHICH TOOK PART IN THE TESTS.



DURING THE ASCENT OF MONT D'ARBOIS: A TANK ON THE ROAD, WITH PASSENGERS.



AT A STEEP POINT: A TANK, LOADED WITH PASSENGERS, ASCENDING MONT D'ARBOIS.

France is seeking to turn her stock of "Tanks" to account. Already some are being used as commercial tractors, in connection with agriculture and otherwise. Now it is sought to employ the smaller "Chars d'Assaut" as pleasure-vehicles for those who prefer to go mountaineering without having to climb; as well as for the carriage of goods, building material, and so on to places scarcely accessible by the more usual means of

transport. Particularly, it is thought to use them for the building of mountain-hotels, and for the conveyance of guests, luggage, and supplies to those hotels. The region chosen for the experiment is Mégève (Haute-Savoie); and the tests illustrated took place on the Mont d'Arbois, on a course of a little under five kilometres. The results were most encouraging and should lead to developments.



## SHARK-HUNTING EXTRAORDINARY: A SOLOMON ISLANDS FEAT.

DRAWN BY S. BEGG.



WITH ONE OF THE HUNTERS AS LIVE-BAIT TO ENTICE THE PREY: NATIVES KILLING SHARKS.

The natives of the Solomon Islands have a form of shark-hunting which calls for super-skill and nerve on the part of the hunters. Two men are the chief actors. The first dives into the sea and acts as a decoy, or "live-bait," to entice the shark. When attacked,

he swims rapidly to a rope let down from the stern of the vessel in attendance and climbs to safety. At the same time, the second man dives over-board, with knife skilfully aimed, and, if he be lucky, tips up his prey.—[Copyrighted in United States and Canada.]



# PERSONAL: PEOPLE OF THE MOMENT.

PHOTOGRAPHS BY ALFIERI, FARRINGTON, ILLUSTRATIONS DURRAY, AND LAFAVETTE



LEADER OF THE "OCCUPIERS" OF FIUME: GABRIELE D'ANNUNZIO—  
AS AIRMAN.

A semi-official Italian Note of September 13 stated that news had come that some detachments of grenadiers and bands of Arditi (storm troops), with machine-guns and armoured cars, had arrived at Fiume. The Government, it was said, would take the most energetic steps to check the movement at once and discover those responsible for "an act which is as rash as it is harmful." Gabriele d'Annunzio, Italy's famous poet—and airman—was named as the leader. Certain of the Italian papers defend the exploit.



COMPOSER OF "LAMIA," GIVEN TWICE IN A WEEK AT THE PROMS.:  
MISS DOROTHY HOWELL.

D'Annunzio, it will be recalled, played a gallant part during the war. —Miss Dorothy Howell, a young British composer, had the unusual honour of having her symphonic poem, "Lamia," given twice in a week at the Queen's Hall, at Promenade Concerts. A critic writes of her: "A further acquaintance confirmed the view that the young composer has still far to go before she finds an individual note, but that she has the power which will carry right to the foremost rank if only she is not spoilt by success."



MOTHER OF FIELD-MARSHAL ALLENBY: MRS. HYNMAN ALLENBY.

Mrs. Hynman Allenby, mother of Field-Marshal Allenby, who gained the highest rank of the British Army and a Viscounty for his splendid victories against the Turks, was, it need hardly be said, one of the most eager to greet him on his return.—Dr. William

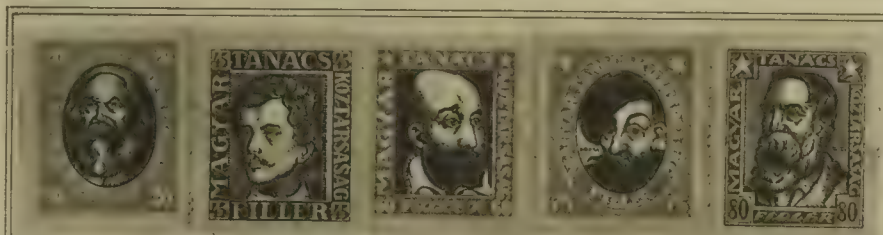


PRESIDENT OF THE BRITISH ASSOCIATION FOR 1920-21: DR. WILLIAM HERDMAN.

Herdman has been chosen President of the British Association for the year 1920-21, when the meeting will be at Cardiff. He is Professor of Natural History at Liverpool University, and was General Secretary of the British Association from 1903 until the present year.



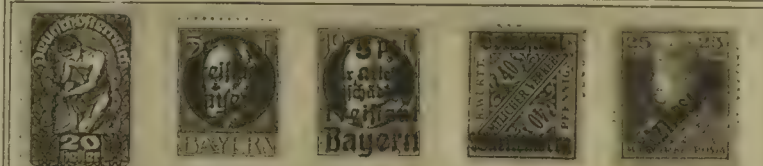
## HISTORY IN POSTAGE STAMPS: NEW ISSUES OF NEW NATIONS.



ISSUED UNDER THE BELA KUN RÉGIME: HUNGARIAN STAMPS SHOWING PORTRAITS (FROM LEFT TO RIGHT) OF KARL MARK, (THE FOUNDER OF MODERN SOCIALISM), PETOFI, MARTINOVICS, DOZSA, AND ALL REVOLUTIONISTS



SURCHARGED BY THE JUGO-SLAVS DURING THEIR OCCUPATION OF BOSNIA AND HERZEGOVINA: TWO BOSNIAN STAMPS.



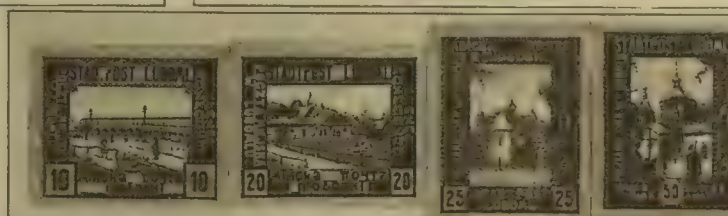
SYMBOLISING THE DISMEMBERMENT OF THE AUSTRIAN EMPIRE: ON THE LEFT A STAMP OF THE NEW AUSTRIAN REPUBLIC, AND SURCHARGED STAMPS OF THE NEW REPUBLICS OF BAVARIA, WÜRTEMBERG, AND HUNGARY.



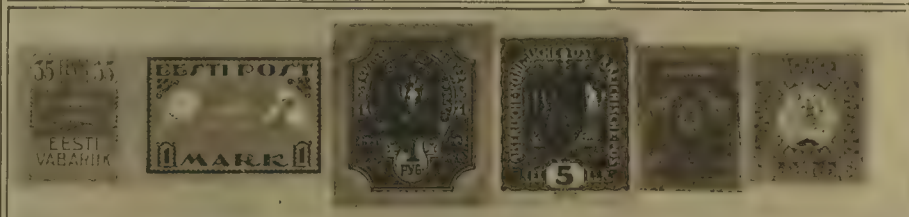
ILLUSTRATING MIXED PIECES OF THE HISTORY OF TO-DAY: (FROM LEFT TO RIGHT) THE EX-QUEEN ZITA; BRITISH PALESTINE STAMP; OUR MESOPOTAMIA STAMP.



DENOTING BRITISH AND FRENCH SPHERES OF INFLUENCE: (FROM LEFT TO RIGHT) ANOTHER MESOPOTAMIAN STAMP; AN ARABIAN STAMP, AND ONE FROM THE FRENCH SPHERE IN ASIA MINOR.



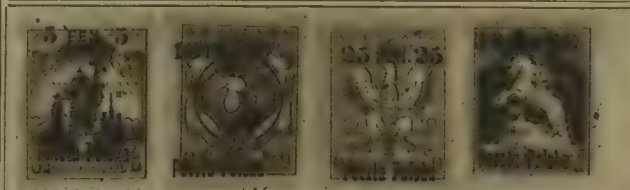
SHOWING VARIOUS VIEWS OF THE TOWN OF LUBOML: FOUR NEW ISSUES OF VARYING DENOMINATIONS FROM WEST RUSSIA, WHICH MAKE THE POSTAGE-STAMP ALMOST AS INTERESTING AS A PICTURE-POSTCARD.



FORMERLY PART OF THE GREAT RUSSIAN EMPIRE: STAMPS OF ESTHONIA (FIRST TWO); THE UKRAINE (THE SECOND TWO), BOTH OF WHICH ARE OVER-PRINTED IN RUSSIAN ON THE OLD AUSTRIAN STAMPS; AND OF KUBAN AND GEORGIA.



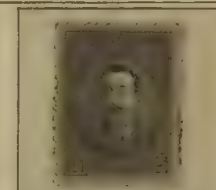
SYMBOLS OF THE POLISH REPUBLIC: ON THE LEFT A NEW ISSUE; ON THE RIGHT AN AUSTRIAN STAMP OVERPRINTED.



ISSUED DURING THE GERMAN OCCUPATION BY THE GERMAN CITIZENS POST: FOUR STAMPS SURCHARGED AND NOW REISSUED BY THE POLES IN COMMEMORATION OF THE ESTABLISHMENT OF THE NEW REPUBLIC.



REISSUING HIGH-VALUE STAMPS OF THE POLISH REPUBLIC: ON THE LEFT, FOR NORTH POLAND; RIGHT, SOUTH POLAND.



SHOWING THE NEW TSAR, BORIS I.: A NEW BULGARIAN STAMP.



SOME INTERESTING OVERSEAS STAMPS: ON THE LEFT A RED CROSS ISSUE OF A LIBERIAN STAMP, FOLLOWED BY A COMMEMORATIVE STAMP FROM NEWFOUNDLAND AND ONE FROM JAMAICA.

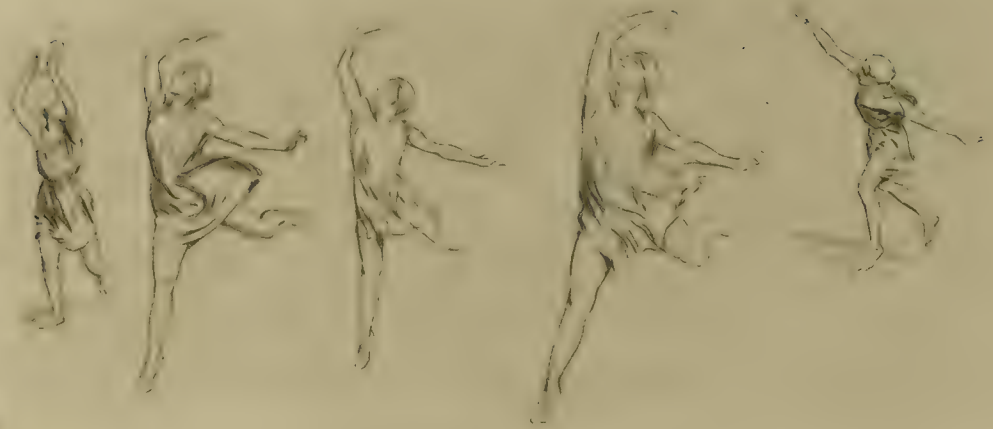


TURKISH ISSUES TO COMMEMORATE THE ARMISTICE: SHOWING (FROM LEFT TO RIGHT) THE DARDANELLES, WITH A VIEW OF THE PENINSULA AND (INSET) A PHOTOGRAPH OF THE SULTAN, AND SYRIA.

In continuation of the very interesting series of stamps which we gave, with an instructive article by Mr. Fred. Melville, in our issue of August 16, we now give a further series of new postage stamps, and a further explanatory article from the same pen. The pictorial merits of the various stamps, apart from their historical interest, vary very considerably, and few of them can claim much artistic merit. One of the most interesting is the one recently

issued by one of our own Colonies, Newfoundland, to commemorate her participation in the Great War. It bears a design of a caribou's head, which is the badge of the Newfoundland Regiment, and on the various denominations are inscribed the names of the great engagements in which the regiment took part. Jamaica has also issued a green pictorial stamp illustrating the departure of Jamaican troops from Kingston for Europe.





CRUSHED by the chariot-wheels of the God of War, the College of Athletes, at Rheims, was as dead. Naval Lieut. Georges Hébert, its Director, was grievously wounded during the fighting on the Yser; its monitors were in arms; its monitresses, refugees; its pupils, scattered; its stadium and its gymnasium were wrecked. Yet there was life in it, and it is now hale again and giving health—transplanted to unscarred soil, to the *plage* of Calvados (so named after a Spanish Armada ship wrecked on a dangerous ledge of rocks there), a few hundred metres from the *snobismes* of Deauville.

Driven from Rheims, the monitresses did not lose courage, and they were united by the letters of their chief, who devoted his brief "permissions" to their welfare and their work, and, later, the dreary weeks of his convalescence. In the course of their five-years' Odyssey, first at Neuilly, then near the Bois de Boulogne, they found lessons to give, more especially to women, and lived in athletic asceticism. Finally, Fortune smiled, and they are now installed in their own *Palaestra*—as they call it, after the old Greek schools of wrestling and boxing.

Sightseers are not encouraged at the *Palaestra*. The portal bears the warning that the only men who may pass it are parents of pupils, and those only at the public demonstrations which are given twice a week. Everything, indeed, is very well ordered, that the "atmosphere" may not become vitiated. The monitresses are housed in Army huts adapted to their needs, divided into simple, refined rooms, and bath-rooms, and suggesting somewhat the "camp-hotels" set up in the devastated areas. It may be added, further, that *la vie chère* has no terrors for them: they need no Vilgrain. Fruit and vegetables are their staple food—at a cost of three francs eighty-five a day per head!

Their "College" is perfect after its kind. The grounds are charming, a school undreamed of by the last generation, who feared the air as they feared the vapours! Turf carpets it; shrubs are its walls; trees are its curtains and its screens; and against the green is the silver of the sand, and the orange of the *Palaestra's* "colours." Little wonder

that those who visit it are fascinated; that its pupils are envied; and that many argue that such institutions should be set up by the State.

The working day has three parts. The morning is set aside for private pupils, young girls and women *du monde* who are learning to realise that physical exercise should not be put away with the skipping rope; that they want more than the annual spell of bathing parade, the odd game of lawn-tennis, if they are to know real beauty, the beauty of the perfect, healthy body. They are forsaking the fetters of the *mondaine* for the freedom of the Greeks of old.

In the afternoon it is the children's turn, and they enjoy themselves mightily. Lightly clad in the classic fashion, or in less, they absorb the sun's rays through every pore, bronzing until they are like lovely, lissome statues; practising rhythmic exercises under the guidance of their teachers, marching, leaping, dancing, playing games.

Next come the monitresses themselves, and none could better prove the value of their methods. Not all of them beautiful by conventional standards, they are all beautiful in "silhouette." In their tunics of orange edged with violet, with hair close-plaited to the head, sandalled or with bare feet, with legs and arms free in the sun, every muscle supple steel under velvet, lithe, alert, they form a living fresco by Puvis de Chavannes. They have shed the *gestes inutiles*, the ugly useless movements and poses born of "civilised" clothing—reversing the principle by which the Oriental, donning the trousers of the West, has had to take to the European chair! They walk with perfect poise, jump with the grace of the gazelle, throw the discus or the javelin, and put the weight, for all the world like masterpieces of the sculptors of ancient Greece and Rome. Twice a week they dance to the music of their own orchestra; and need it be said that the Jazz and its fearful fellows are taboo!

Withal, they are feminine: there are none of the "knots" of the circus artiste; there is nothing of rude muscularity. They are strong but beautiful: symmetry and grace are theirs, and health.



A Monitress of the College of Athletes.

IN THE AFTERNOON: CHILDREN AT JUMPING EXERCISES, UNDER THE DIRECTION OF A MONITRESS.



## TRANSPLANTED FROM RHEIMS: THE COLLEGE OF ATHLETES.

DRAWING BY L. SABATTIER.



THE HÉBERT METHOD OF PHYSICAL CULTURE IN BEING: A LESSON IN SINGING, TO AIRS OF ANCIENT GREECE.



IN THEIR "PALAESTRA" DRESS: LITTLE PUPILS AT THE COLLEGE OF ATHLETES.

As is noted in the article on the opposite page, the College of Athletes was established at Rheims before the war. It is now at Calvados, near Deauville. The methods of physical culture followed are those of the French Naval Lieut. Georges Hébert, who aims at attaining the standards of old Greece. The morning is devoted to the teaching of

girls and women; the afternoon is given to the children, who are followed by the monitresses, some of them attached to the "Palaestra," as the institution is called; some of them learning to be teachers themselves. As will be seen from the picture, the instruction takes place amid beautiful surroundings.—[Drawings Copyrighted in the United States and Canada.]



## THE PALAESTRA OF CALVADOS: "GRECIAN" PHYSICAL CULTURE AT THE COLLEGE OF ATHLETES.

DRAWN BY L. SABATIER. (COPYRIGHTED IN THE UNITED STATES AND CANADA.)



A LIVING PUVIS DE CHAVANNES: MONITRESSES GIVING A DEMONSTRATION TO MONDAINES, NEAR DEAUVILLE.

The only men who may pass the portals of the Palaestra are parents of pupils, and those only at the public demonstrations given twice a week. The grounds of the College are charming, an open-air school undreamed of by the last generation, who feared the open air as they feared the vapours! Turf carpets it; shrubs are its walls; trees are its curtains and its screens, and against the green is the silver of sand, and the orange of the Palaestra's "colours." Not all the Monitresses are beautiful by conventional

standards, but "they are all beautiful in 'silhouette.' In their tunics of orange, edged with violet, with hair close-plaited to the head, sandalled or with bare feet, with legs and arms free to the sun, every muscle supple steel under velvet, lithe, alert, they form a living fresco by Puvis de Chavannes. They have shed the *gestes inutile*, the ugly useless movements and poses born of 'civilised' clothing." Their training methods are those of Naval Lieut. Georges Hébert, who is seen directing the monitresses in the drawing.



## BOOKS OF THE DAY

By E. B. OSBORN.

WAR and policy are subjects which the man in the street—and even the man at the club window is disposed to forget completely, until the last rose of a prolonged

summer has shed its petals among the fallen leaves, and the narrowing days beget autumnal reflections. Nobody has allowed the strange truth that the war is not really over—that the great struggle, in which the whole world took one or the other side, has merely been broken up into a lot of little wars and class feuds—to interfere with the longest and most joyous holiday season we have ever had or ever shall have. In point of fact, the necessity of holiday-making as a cure for the sequelæ of war-strain has been the real cause of many hastily improvised strikes. A deep commonsense lies behind all these manifestations of Labour's unresting desire for a rest—the workers, myself included, have felt in their very bones that the first act in the Reconstruction drama should be to reconstruct themselves, the only indispensable implements!

Naturally and necessarily, then, high thinking and hard reading are out of fashion at the moment of writing, when the dog-days have been continued far into September and there is not a touch of red in the harvest moon—it is yet a silvery symbol for lovers of the long-desired month of passion in possession. Still, it is to be hoped that many will find time to read the fifth volume of Sir Arthur Conan Doyle's history of "THE BRITISH CAMPAIGN IN FRANCE AND FLANDERS" (Hodder and Stoughton; 10s. 6d. net), if only because of its striking vindication of the conduct of General Sir Henry Gough, who was in command of the Fifth Army in the terrible spring of 1918, when the Bolsheviks of Brest-Litovsk, by their selfish and perjured peace, enabled the Germans to roll a tidal-wave of a million men from east to west. The General, who was made a scapegoat to carry the sins of the politicians, deserved the gratitude of his country and of all the Allies for preventing a disaster that might have proved irremediable. The situation, before the great German push, is carefully defined by the historian. If there is any military criticism to be made, he proceeds to point out, it must be concerned (1) with the surprising number of draft reserves kept in England at that date, no less than 350,000 being sent to the front within a month from the beginning of the battle; and (2) the fact that nearly sixty hours elapsed before French help from the south made itself felt at the nearest point of the British line; and (3) the curious detail that, whereas the road traffic bridges could be blown up effectively and expeditiously, the railway

record—and falling back unbroken upon a new line of defence beyond the German heavy artillery, they could not have failed to admit that the country owes a deep debt of gratitude to General Gough. Had he hesitated and had his army been isolated and destroyed, the whole war might well have taken a most sinister turn for the worse." Military opinion is overwhelmingly in favour of this point of view, and it is much to be hoped that it will not be left to posterity to redress as gross and mean-spirited an act of injustice as is



LUCAS MALET (MRS. ST. LEGER HARRISON), WHOSE NEW NOVEL, "DEADHAM HARD," HAS JUST BEEN PUBLISHED.

Photograph by Elliott and Fry.

recorded in the age-long story of the efforts of politicians to "save face" by compelling soldiers to bear the burden of the former's sins of omission and commission into the desert of unhonoured retirement.

*Si vis bellum, para pacem!* This perversion of the ancient Roman adage might have been the motto of the Peace Conference. You have only to read "PEACE-MAKING AT PARIS" (Fisher Unwin; 7s. 6d. net), by Sisley Huddleston, to wonder how any responsible person was able to run the risk of creating a settlement which would be a just balance-sheet on the material side and yet be as gratifying to the angels as, say, to the aeronauts. I gather from Mr. Huddleston's book that it might have been better to leave it all to—Mr. Huddleston! He never says so, but he thinks so in every line. He would have substituted his clemency for Clemenceau, whom he defines as a man of 1870, who did not understand that the world has advanced since then—but has it? His book, however, is full of adroit personality-sketches; he is right, no doubt, in insisting that Mr. Wilson always exhausted himself in words and was never really the Autocrat of the Green Table. It is a sad pity this portentous picture was not relieved with a little of the more delicate humour of circumstance. Mr. Huddleston might, for example, have interpolated a chapter on Conference rhymes, such as that which begins:—

Miss Smarty  
Gave a party;  
No one came.

and given us in an appendix the impressions of one of the clear-eyed secretarial flappers, who saw so easily through some of the elderly statesmen and would play the latest Patience with a miniature pack, when the proceedings bored them as much as the procedure. I do think that less light is thrown on the problem of how to win the Peace by Mr. Huddleston's book (Mr. G. H. Mair's will be far more useful, when we get it) than in "WAR-TIME FINANCIAL PROBLEMS" (John Murray; 6s. net), by Mr. Hartley Withers, who is both reliable and readable (indeed he has Walter Bagehot's gift of pellucid exposition), and shows that the reduction of our swollen paper currency is the first step to the renewal of progressive prosperity. But the lines from Pope's "Moral Essays," which he quotes on his title-page:—

Blest paper credit! last and best supply!  
That lends corruption lighter wings to fly!  
Gold, imp'd by thee, can compass hardest things,  
Can pocket States, can fetch or carry Kings,

are more to the mind of some of our puissant demagogues.

The mention of Pope's name reminds me that literary criticism still commends itself to publishers as a

minor art well worth cultivating. "To Hell with Pope," has long been a shibboleth with the lovers of romantic poetry who do not know that romanticism is dead for the next hundred years or so. In "POPE" (Cambridge University Press; 2s. 6d. net), that accomplished and catholic-minded critic, Dr. J. W. Mackail, prints his Leslie Stephen lecture delivered at Cambridge last May, and I can commend the little book as a most charming *reductio ad absurdum* of the conventional notion of Pope's place in English literature and of the long campaign of belittlement which, beginning in his lifetime, culminated in such sayings as that of a ninetyish critic: "There are two ways of disliking poetry; one is to dislike it, and the other is to like Pope." "APPRECIATIONS OF POETRY" (Heinemann, 15s. net), by Lafcadio Hearn, selected and edited with an introduction by Professor John Erskine of Columbia University, contains some of the best work of a profound and original critic. The book is a second selection from the lectures delivered between 1896 and 1902 at the University of Tokyo, where Lafcadio Hearn did so much to teach the young Japanese, who are now remoulding the life of the Island Empire, to understand the Western mind, if not to sympathise with much save its material conquests. "A Note on Watson's Poems" shows him well aware of that great reaction against romanticism of which Sir William Watson is a protagonist—he is on the Right of the movement, and the Georgians (who are not all Mr. Eddie Marsh's pets, by any means) constitute the revolutionary Left. You have only to read the first-named poet's latest volume, "THE SUPERHUMAN ANTAGONISTS AND OTHER POEMS" (Hodder and Stoughton; 6s. net), to see that he has gone back far beyond Wordsworth, if not quite so far as Pope. His small epic of the discussion between Ormazd and Ahri-man, the Good and the Evil Spirit, would have been thunderously recited in the Palladian coffee-houses. Ahri-man's plan for halving the universe—

Ahri-man's Scheme, by which that Prince of Pain  
Would carve the labyrinthine world in twain,  
Parting, as with a barrier none might climb,  
All Evil from all Good throughout all time—

would have intrigued Pope, as also would the numbers in which it is debated and finally defeated.

Of the novels I have read this week "TAMERISK TOWN" (Cassell; 7s. net), by Sheila Kaye-Smith is by far the most interesting. It is the story of the creator of a South-Coast pleasure, who resigns the love of his life to carry on the task of creation, and,



MR. STEPHEN MCKENNA, WHOSE NEW NOVEL, "SONIA MARRIED," HAS JUST BEEN PUBLISHED.

Photograph by Russell.

repenting of her self-sacrifice and his own, destroys the town he would have made—

Withouten fleck or flaw,  
Aflame, as fine as glass  
Of great abbayes the boast,

by letting in the cheap house and the cheap tripper. There are several such object-lessons in the real Sussex this novelist knows so well, which have prompted one thought—it would be possible, perhaps, to create a second Brighton, but never a second Brighthelmston!



MR. W. B. MAXWELL, WHOSE NEW NOVEL, "A MAN AND HIS LESSON," HAS JUST BEEN PUBLISHED.—(Photograph by Hoppé.)

bridges were taken out of the control of General Gough. It is plainly impossible to justify the criticisms of his conduct made by certain politicians when the German tidal-wave swept over the first dam, as was bound to happen. "If instead of searching the record of the General for some trace of weakness," observes the historian in conclusion, "his critics had realised the rapidity of his decision, with the moral courage and grasp of actuality which he showed by abandoning his positions—no easy task for one of his blood and



"THE ELEMENTAL CONDITIONS OF ORGANISATION ARE STILL IN FLUX."

PHOTOGRAPH BY RUSSELL.



PRESIDENT OF THE BRITISH ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE :  
THE HON. SIR CHARLES A. PARSONS, K.C.B., D.Sc., F.R.S.

In his Presidential Address to the British Association, at Bournemouth, Sir Charles Parsons gave some exceptionally fascinating details of the progress of science and engineering during the war. On the science side, he told of the enormous strides which have been made in the transmission and registration of sound, both on the land and in the sea; of marvellous devices by which the positions of submarines and of guns can be automatically detected. On the engineering side, he spoke of the possibilities of electricity and the harnessing of water-power. He finished on a rather depressing forecast

of the future of Britain, but one of considerable interest to our Colonies, saying that: "Failing new and unexpected discoveries in science . . . the great position of England cannot be maintained for an indefinite period. At some time more or less remote—long before the exhaustion of our coal—the population will gradually migrate to those countries where the natural sources of energy (chiefly water-power) are the most abundant." Sir Charles Parsons, who is a K.C.B., D.Sc., F.R.S., was born in 1854, and is, of course, best known as the inventor of the turbine engine.



# FIGHTING FOR THE RIGHT IN RUSSIA: THE CHAMPION OF TRUE DEMOCRACY AGAINST BOLSHEVISM.

PHOTOGRAPH SUPPLIED BY CENTRAL NEWS.



WITH GENERAL GAIDA (ON THE LEFT) AND HIS CHIEF OF STAFF, GENERAL BOGOSLOVSKY (ON THE RIGHT): ADMIRAL KOLTCHAK REVIEWING HIS FIGHTING TROOPS.

From North Russia to the South, the Russian Armies who are fighting the "Red," or Bolshevik, armies, recognise Admiral Koltchak as the supreme commander, and, since his Government has been recognised by the Allies and the support of British material and British officers and men has been forthcoming, he seems to be at last obtaining a real ascendancy over the forces of anarchy. At the beginning of the month it was announced that the town of Kieff, the fourth largest in Russia, had fallen into his hands,

and since then other big successes have been reported. Admiral Koltchak, who is unshakable in his democratic sympathies and his loyalty to the Allies, possesses a wonderful personality, and is very popular with his men wherever he goes. His leadership has inspired much confidence and enthusiasm. It is said that at the time when the Black Sea Fleet mutinied the Bolsheviks were afraid to kill him, and let him go, retaining his sword.



## THE AFTER - WAR REVIVAL OF AUTUMN DRAMA AT DRURY LANE: "THE GREAT DAY."

DRAWN BY OUR SPECIAL ARTIST, STEVEN SPURRIER.



THE FURNACE AT BORSTWICK'S: THE NEW STEEL WHICH IS TO REVOLUTIONISE AEROPLANE-CONSTRUCTION IS TESTED AND IS A SUCCESS.

One of the big scenes of Drury Lane's new autumn drama is the furnace of a great steel-works. Frank Beresford has invented a steel which, among other things, is destined to revolutionise the construction of British aeroplanes. On the day the invention is to be tested, Beresford marries the daughter of his employer, Sir Jonathan Borstwick, who is furious, and promptly "sacks" the inventor. Whereupon, just as the Government experts who are to witness the tests arrive, the men strike—"No Beresford; no steel!" The master promptly succumbs; Beresford and

his wife leave the wedding-breakfast for the works; and all goes well. That, however, is but the beginning of the stage life of the hero and the heroine; many complications follow after. In the drawing the chief figures (from left to right) are: Miss Sybil Thorndike as Clara Borstwick; Mr. Stanley Logan as Frank Beresford, D.S.O.; Mr. Aubrey Fitzgerald as Tom Borstwick; Mr. Frederick Ross as Sir Jonathan Borstwick; Mr. Edward Cooper as Lord Medway; and Mr. F. Blashopp as Col. Trumper.—(Drawing Copyrighted in the United States and Canada.)



# THE WORLD OF FLIGHT

## THE REAL ROAD TO INTERNATIONAL AIR TRANSPORT.

By C. G. GREY,  
Editor of "The Aeroplane."

THREE hours' continuous rolling on an Irish packet-boat on a dirty night, followed by the reading of Captain Bruce Ingram's graphic description of the first trip of the London-Paris air service, have turned one's thoughts forcibly to the question of those amphibious aeroplanes on which one discoursed some months ago—that is to say, machines capable of alighting on or starting from land or water. Obviously, if one could fly the Irish Channel, or the Straits of Dover, or the North Sea at a reasonable price and in reasonable safety, nobody would want to go by boat. The sea journey itself, no matter how good the boats, is a weariness of the flesh, especially to those of delicate internal economy; but even a worse weariness is the getting to the boat, hanging around waiting for it to start, changing from boat to train, or from train to boat, standing in queues at Customs offices and/or passport offices, and so forth and so on. If one could merely drive to an aerodrome, go aboard an aeroplane, disembark at another aerodrome, and drive to one's destination, more than half the worries of long-distance travel would be abolished. And, if and when such methods of travel become common, the various countries will be brought that much closer together and will be the less likely to quarrel among themselves.

But, apart from the question of expense—which will put itself right in course of time, in accordance with the law of supply and demand—there are other quite important barriers to the progress of aerial travel. The first is the position of aerodromes. For some extraordinary reason the terminal aerodrome for London has been placed at Hounslow, some ten miles on the wrong side of central London, which means that one has to fly ten miles past one's destination, and then drive back again; or, as Captain Ingram showed, travel by a slowish railway and change trains *en route*. Obviously, Hyde Park is the ideal terminus; but it would be too much to expect England to use it for the purpose for the next fifty years. Blackheath would be better than Hounslow; but that also is the property of the people. But, even so, there are many better places than Hounslow. Hendon, Cricklewood, and Croydon are all nearer to London, more easily access-

just as badly placed. The obviously proper landing-place is the Phoenix Park; but here also we are up against the use of a public recreation ground for the pleasures of the idle rich—omitting the fact that a business man wants to use an aeroplane because his time is worth some guineas an hour to the workpeople who are employed by his brains. Belfast is but little better served, for her terminal station is Aldergrove, a mile from a wayside station with only a few trains a day, or a long drive to the city. Even Paris is badly served. Le Bourget is several miles from anywhere; and Issy-les-Moulineaux, which is almost in the centre of Paris, is not available for international air traffic.



THE INTERNATIONAL SEAPLANE RACE, AT BOURNEMOUTH: THE ONLY COMPETITOR TO FINISH THE COURSE; THE ITALIAN "SAVOIA."—[Photograph by C.N.]

Amsterdam's aerodrome is on an island a mile from a ferry to the city. And probably most other cities to which busy men want to travel in a hurry are just as badly situated as regards aerodromes. At any rate, one cannot recall off-hand any great city in which there is an aerodrome within easy walking distance of a quick tram or train service, or within a ten-minutes' motor drive.

Yet in the case of each of the cities mentioned—which may be taken as representing those between which the greatest amount of air traffic is likely to

come down—except, perhaps, in an easterly gale, and then it would be possible to alight inside the North Hull Breakwater. In Belfast the Lough provides an ideal place on which to descend before taxi-ing up the Lagan. In Paris the Seine is as good as is the Thames for London. In Amsterdam the IJ is, perhaps, the finest water aerodrome in the world. And, further, the Forth near Edinburgh, the Clyde in Glasgow, the Mersey in Liverpool, the Humber alongside Hull, the Tyne in Newcastle, Southampton Water, Portsmouth Harbour, and Plymouth Sound are all ready-made aerodromes which are far more convenient for their respective cities than any land aerodromes could possibly be, and they cost nothing to maintain beyond the upkeep of sheds.

Therefore, it seems fairly obvious that, if international aerial transport is to be a success, it should be developed by way of water aerodromes and amphibious aeroplanes, quite apart from the fact that flying over the sea on land machines is the most dangerous kind of flying. Captain Ingram has told how on his return journey from Paris his pilot had to fly at 200 feet over the Channel owing to low clouds. One of our most experienced cross-country pilots has said that once he had to fly the Irish Channel on a land machine at less than 1000 feet for the same reason, and that nothing would induce him to do it again. Other pilots, more reckless or with less sense, may not mind doing such things; but sooner or later they must "fall into the ditch," as the naval aviators put it, and they will be lucky if they are pulled out before they are drowned, for the weather conditions which force them to fly low

also prevent other people from seeing them fall in. Engine failure on a land machine over the sea means at best an uncomfortable wetting—at worst it means death by drowning. Engine-failure on an amphibious machine of proper design means at least a little delay on the journey—at worst it means sea-sickness, though, perhaps, there might be also an off-chance of genuine shipwreck.

Of course, it might be possible to run these international services entirely with seaplanes or flying boats, trusting to luck that if an engine failed when flying



THE INTERNATIONAL SEAPLANE RACE: THE "SUPERMARINE" (BRITISH), WHICH FOULLED A BUOY.—[Photograph by C.N.]

There were seven entrants for the International Seaplane Race, at Bournemouth, but only four started, and only one—the Italian "Savoia," with a 250-h.p. Isotta-Fraschini engine—finished. This was disqualified for failing to pass outside the buoy marking the triangular course. The race was declared null and void for this year. Of the other competitors, the Fairey and the Sopwith descended owing to the mist, and the Supermarine fouled a buoy, and turned over while going through the first landing-test. The "Savoia" covered the 200 nautical miles (230 land miles) in 1 hour 47 minutes 11 seconds.

ible, and are more or less on the way from the Continent instead of being exactly in the opposite direction.

Dublin is even worse situated. The terminal station is Baldonnel, two miles from a railway with an infrequent service, or a ten-mile drive, as the only means of reaching the city; and in this case also the aerodrome is beyond the passenger's objective. The only other aerodrome near Dublin is Tallaght, which is

take place in the near future—there is excellent alighting space on water, either right in the city itself, or so near it that, after alighting, the aircraft could "taxi," as it is called, on the surface of the water to within a few minutes of the centre of the city. In London the Thames curves so that a pilot could always find a reach in which he could alight head to wind. In Dublin there is plenty of space outside the Pigeon-House Fort or Kingstown Harbour where it is always calm enough to



THE INTERNATIONAL SEAPLANE RACE: A "SPAD" (FRENCH), WHICH WAS UNABLE TO RACE OWING TO FLOAT-TRouble.—[Photograph by Newspaper Illustrations.]

over land the pilot would find within gliding distance a piece of water big enough to use as an alighting place. But this, one believes, would be an unwarrantable risk; and, moreover, though the machine might get down safely, it might well be impossible to get it up again. Therefore, it would be much better to have a machine which could land on ordinary ground as a matter of course. Such machines have been built in the past, long before the war, and they can be built in future.



# THE HOME-MAKER- IN-CHIEF!



"Just a song at twilight."

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## EXIT THE AUSTRIAN EMPIRE: SIGNING THE PEACE TREATY.

PHOTOGRAPH BY HENRI MANUEL.



SHOWING BRITISH REPRESENTATIVES IN THE FOREGROUND: DELEGATES PASSING THE GUARD OF HONOUR.



THE REPRESENTATIVE OF THE NEW REPUBLIC OF POLAND: M. PADEREWSKI LEAVING THE CHÂTEAU.



THE DRAMATIC MOMENT FOR THE AUSTRIAN EMPIRE: DR. RENNER SIGNING THE TREATY, AT ST. GERMAIN.



AFTER SIGNING THE PEACE TREATY WITH THE ALLIES: DR. RENNER LEAVING.



THE BRITISH REPRESENTATIVE SIGNING THE TREATY: MR. BALFOUR ADDING HIS SIGNATURE.



THE PRESIDENT OF THE PEACE CONFERENCE SIGNS: M. CLEMENCEAU SIGNING FOR FRANCE.

Peace with Austria was signed on September 10 by all the Allied and Associated Powers, except Roumania and Yugo-Slavia. The function took place in the historic Château of St. Germain-en-Laye at ten o'clock in the morning, and although it signalled the final dismemberment of what was once the proudest empire in Europe, the correspondent of the "Times" says the ceremony was "uninteresting, and a pale replica of the Versailles

ceremony of June 28." A detachment of dismounted French cavalry rendered honours in the courtyard to all the Allied delegations, and then withdrew before the coming of the Austrian delegate, Dr. Renner, and his suite. The actual signing of the Treaty was business-like and unemotional. After the ceremony the guard of honour returned and rendered military honours to the Austrian delegates as they left the château.





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which are yours. I must congratulate you  
upon their excellence.—Signed, Alice Delysia."

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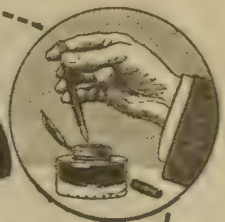
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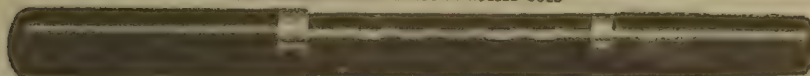
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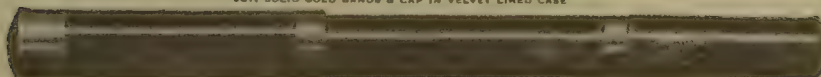
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## LADIES' NEWS.

PRINCESS MARY has taken a keen interest in that magnificent regiment the Royal Scots, ever since the King appointed her Colonel-in-Chief of it. Indeed, the choice of a line regiment was given to the Princess by His Majesty and it fell on the Royal Scots, with the splendid history and glorious records of which she was even then acquainted. Since her appointment the Princess has read up the records of her regiment, and during the war she followed its doings with absorbing interest and great pride. The ceremony of inspecting a battalion in Edinburgh last week was one which gave her Royal Highness real pleasure, and she invested officers and men with war-won honours in a way which they keenly appreciated. King Edward was the first Sovereign of ours to appoint Princesses, also Queen Alexandra, to be Colonels-in-Chief of regiments. Previously, in England, the honour was reserved for Queen Victoria, whose greatest interest was in the Household Cavalry and in the Guards.

The stay of Princess Mary at Hopetoun House was a case of history repeating itself. Her grandmother, Princess Mary of Cambridge, and her mother when Princess May, had been guests there on several occasions. The friendship is one of three generations. The late Marquess, a distinguished diplomatist and first Governor-General of the Commonwealth of Australia, was often alluded to in the letters of the Queen's mother as "Hokey." "Hokey" it was who received their Majesties, then Duke and Duchess of York, when the first Australian Parliament was opened. The present Marquess has known the Queen since he was a little boy. He and Lady Linlithgow make a tall and handsome couple; she is one of the family of one son and two daughters of Sir Frederick Milner, the soldiers' friend. Father and family are all six feet and over. Lord and Lady Linlithgow became engaged when on a visit to the Duke and Duchess of Portland at Langwell. It was a happy event, in sharp contrast to the tragedy of Admiral Lord Beresford's death there recently. There was a small gay house-party at Langwell, which is not a very large place, just a spacious lodge among the hills with a magnificent lookout on our own North Sea. The afternoon previous to Lord Beresford's death, some of the party were enjoying a good game of golf on Brora links.

Millicent, Duchess of Sutherland, is a lady who has deserved well of the inhabitants of that thinly populated and poor county. She established, and cleverly and consistently fostered, the Scottish Industries which gave remunerative employment to the crofters in their own



WARMTH AND PICTURESQUENESS ARE COMBINED IN THIS LIBERTY FROCK OF PRIORY CLOTH TRIMMED WITH HAND-PAINTED RANI SATIN.

homes, and were incidentally the means of our knowing a great deal more than previously of the value of vegetable dyes and of their beauty. It was her Grace who was chiefly instrumental in building and endowing a Technical College at Golspie for boys from Sutherland, Caithness and Ross shires, and later she established a loan fund by means of which the boys could live while serving apprenticeships to whatever trade or profession they showed most bent for. Then the Sutherlandshire Nursing Association was her Grace's idea, and she started it and kept it going. Nothing ever proved more valuable to the people. Nurses in each district proved the greatest blessing to the sick, and also of distinct hygienic educational value. There were many other things done by her Grace for the people, all such as could only have been thought out and carried out by a woman exceptionally gifted, as she undoubtedly is.

Now, this clever and charming Duchess, known in the North as "Duchess Millicent," is up there visiting old friends, old shooting tenants, and old crofter and fisher families, and saying farewell. It is not that she expects never to see them again, but the Duke is selling his property very fast, and what visits she may pay will be in altered conditions. Some thousands of acres within six or seven miles of Dunrobin have quite recently been purchased by Mr. Peter Haig Thomas. Into possession of some of it he cannot enter yet, as the leases have short periods to run out, but he intends to occupy one residence, Kintradwell—the late occupant, a very old lady, having died—for next spring fishing. He married, as his second wife, Lady Alexandra Agar, second daughter of Lord and Lady Normanton. Times change and places change with them. The Duke of Sutherland frankly says that these sales are the best things that can be for the people. They will take money, enterprise and power into a country standing much in need of all of them.

There is every prospect that the coming winter will bring a change in coiffures and a revival in the hair-dresser's art. This will be a good thing, for during the stress of war, woman's hair, which should be a glory to her, was usually a glory much neglected. Now we are to have rather elaborate dressing of puffs and curls. Every woman, to look well dressed, will have to see to her hair, keep it bright and beautiful, help the tone to keep true by the use of Hinde's hair tint, which has a medical certificate with each bottle and can be had at all stores, chemists, and hair-dressers, or direct from Hinde's, Ltd., 1, Tabernacle Street. It is a risky thing to use tints not guaranteed harmless as well as effective. There will most certainly

(Continued overleaf.)

## For Old Eyes and Young



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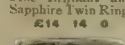
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Fine Brilliant and Sapphire Twin King, £14 14 0



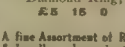
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Luminous Alarm Watch. Perfect Timekeeper.  
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"Beauty of design and exquisite workmanship are the characteristics to be sought for in ornaments. An immense success has attended the introduction of the Sessel Pearls."

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is also highly esteemed and prescribed by doctors for especially nourishing backward and ailing children. Its delicate biscuit flavour is pleasing to all who find milk difficult to take, and Benger's may be most successfully flavoured with coffee, tea, chocolate, etc.

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Sold everywhere at 5½d., 10½d., & 1/8d. per tin

For introductory purposes a 5½d. tin of Café au Lait and handsome Book of Recipes will be sent FREE on receipt of 3d. to cover postage. ADDRESS:

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THERE is a subtle Eastern enchantment about Wana-Ranee that appeals irresistibly to lovers of sweet scents. It has a personality entirely its own and is

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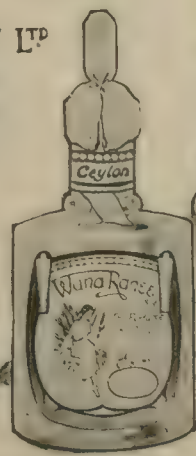
delightfully refreshing and wonderfully lasting.

Prepared in every form necessary for the perfectly harmonious toilet which distinguishes the woman of taste.

Perfume, 4/6, 9/6, 17/6, 27/6 and 52/6 per bottle;  
Hair Lotion, 7/9; Toilet Water, 7/-; Face Powder, 9½d. and 1/4;  
Dental Cream, 1/4; Soap, 10½d. and 1/9 per Tablet; Cachous, 6½d.;  
Sachets, 7½d.; Toilet Cream, 1/3; Bath Crystals, 3/6 and 6/3;  
Shampoo Powders, 3d. each; Powder Leaf Books, 7½d.;  
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*Continued.*  
be more made of hair as nature's own becoming and soft face-frame in the immediate future, so we must see to it that we are in the movement. Paris is already very intrigued with pretty coiffures.

Harrogate season, one of the best on record, continues gaily. The war has directed attention to our own spas.



HOSTESS TO PRINCESS CHRISTIAN:  
LADY ELPHINSTONE

... of the season. Lady Elphinstone, wife of her marriage in 1910, was Lady Mary Bowes-Lyon. She has been entertaining Princess Christian recently at Carberry Tower, Musselburgh.

*Photograph by Lafayette.*

Many of those who have been there this year for the first time say they have derived more benefit from it than they ever did in the old days from Karlsbad, Homburg, Wiesbaden, etc. Nor have they suffered from lack of amusement, for the Queen of the Moors has been, and is, quite gay. The Grand Duchess George of Russia is there with her two daughters, and Princess Victoria has finished a cure. All manner of great folk have been setting themselves up for the winter at this fine home Spa, and wondering why they ever went further afield!

It is all very well to say that children are gourmands, not gourmets. I think their young, unspoiled palates are most discriminating, and they are quite keen on delicate flavours. Hear the youngsters clamour for "Karo," and see them enjoy it when they get it! Neither butter nor jam, nor honey nor treacle, do they like so well. "Karo" from the Corn Products Company, 40, Trinity Square, E.C., is what they love. Also it sweetens and renders more nutritious puddings and tarts, and it makes lovely gingerbread. It is no good to put any other syrup in a "Karo" tin; the youngsters will know at once. You, Madam, may be a first-rate judge of tea and coffee, and you, Sir, may be an expert on wine and cigars, but the youngsters are connoisseurs of "Karo."

The appointment of the Marquess of Graham as A.D.C. to the King is an honour that will be appreciated by the Marchioness. She is the only child of the late Duke of Hamilton, and inherited every penny that it was in his power to leave her. It is by order of his Grace's trustees that there will be a sale at Christie's in November of family portraits, old silver, and old furniture belonging to the family. The pictures will include three Raeburns, one specially fine, also Romneys and Reynoldses. What is of special interest is a casket that belonged to Mary of Scotland, and is said to have carried the famous letters between her and Bothwell. The Marquess of Graham is a very clever man, in addition to being a very handsome one. He is an ardent sailor, and but for defective hearing would have been an ornament to the Navy. He qualified as an A.B., and navigated a vessel himself and took a master's certificate. Later he devoted himself to furthering the interests of merchant seamen. He organised the Clyde Division of the R.N.V.R., and during the war acted as Competent Naval Authority for the Clyde area. Lord and Lady Graham have two sons and one daughter. Lady Graham's mother, Mary, Duchess of Hamilton, ran and administered a hospital at Wickham Market, Suffolk, during the war. She is sister to the Countess of Gosford and the Countess of Derby.

Didn't some wise man once write something about a good appearance being an excellent letter of introduction? Women know, probably far better than men, the amount of truth contained in the saying. At the moment, the chief difficulty is to secure the necessary "good appearance" without unduly trespassing on a dress allowance in which even the purchase of a single gown makes an uncomfortably large hole. Most women know by pleasant experience the satisfactory, "well-dressed" feeling that follows the wearing

of a "Liberty" frock. Perhaps fewer are aware that it can be purchased for four and a half guineas, the sum that will be required during the coming autumn from any woman who wants to become the happy owner of a smart gown, made by the famous firm in Regent Street, of Priory cloth finished with hand-printed Rani satin. One of the models is shown on page 442, and gives an idea of the charm of the frocks. Another style, a coat-frock with buttons down the front, has a printed satin collar, a third has a fringed girdle of the satin defining the waistline. Priory cloth looks something like sponge cloth, and deep coral, a soft green, and several shades of blue are only a few of the colours in which it is obtainable.



OFF FOR A BIG-GAME SHOOTING TRIP:  
MRS. RONALD MACALLISTER.

Mrs. Ronald MacAllister is the wife of Mr. Ronald MacAllister, who was second Commissioner for Northern Nigeria from 1914-17. She is shortly leaving England for Central Africa on a big-game shooting expedition.

*Photograph by Hugh Cecil.*

Liberty and Co. will give you further particulars, but it is worth remembering that the frocks (which, by-the-by, are ready to wear) can be had in three different sizes.  
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*The Cream most extensively used  
by Officers during the Great War*

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## "VALET" Auto Strop Safety Razor

I propose a vote of thanks to this, the only self-stropping safety razor. It keeps itself sharp. It enables the ordinary user to give himself the shave of a master barber. There is no fiddling; no taking apart.

Seconded, you say?

Then all in favour say "Aye."

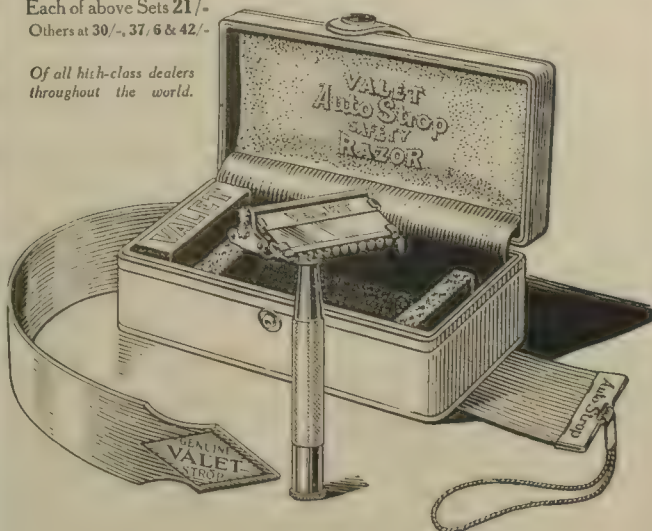
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WALLET POCKET SET (No. 16) contains the same, but in folding wallet case of real hide, most durable and exceedingly convenient for travelling.

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## SCIENCE JOTTINGS.

## THE DOCTOR'S FUTURE

AT this time of year, when the Medical Schools are reopening, we are generally able to take stock of the aspirants to the medical profession, and we are glad to see that the number of students entering in January was roughly about 10,000. As our contemporary the *British Medical Journal* points out in a leader on the subject, each of these will, before he or she is qualified, have paid a considerable sum in fees, and must have

fair certainty on acquiring a partnership in a well-established general practice or can set up in time as specialists and consultants in any branch of the medical art which especially appeals to them. But for the majority the path to a competence is not so easy. During their period of instruction they have learned, we may take it, a sufficiency of the theory of medicine and surgery, have become acquainted with the general principles of the administration of drugs, the diagnosis of symptoms, and the possibilities (at least) of surgery. But of the business side of a doctor's practice they know nothing. Of book-

business side of the profession first. For his own sake, their master taught them the way of dealing with the *malades imaginaires* who play an important part in every general practice, the mysteries of the purchase and compounding of drugs, and the collection of debts, almost before they received any professional instruction. Later, what was called "club" practice—which was really a kind of co-operative trading applied to doctoring—took its place to a great degree and enabled an assistant or young practitioner to obtain some insight on easy terms into the successful methods of treatment. But this has been a good



CELEBRATING PEACE DAY IN SOUTH AFRICA: THE DECORATIONS IN CHURCH STREET EAST, PRETORIA.—[Photograph by L.N.A.]



CELEBRATING PEACE DAY IN PRETORIA: A VIEW OF THE DECORATIONS IN CHURCH STREET EAST, LOOKING WEST.—[Photograph by L.N.A.]

found somehow or other a good deal more to cover the expenses of living during the five years occupied by the ordinary school course. Each of these students, therefore, will have expended something like £1500 before he or she becomes a fully qualified practitioner; and the question which must be agitating the minds of many of them must be—what return are they going to get for their money?

To some, of course, the question does not present itself as particularly pressing. Those who are fortunate enough to have capital at their disposal or strong family connections within the profession, can either count with

keeping—which, as they will quickly find out, is an important factor in the success of the general practitioner—of the humouring of old patients and the means by which new ones are to be attracted, they know nothing. Such things are not required among the hospital patients, indoor or outdoor, who have hitherto formed their assay-pieces, and they are therefore yet to be acquired by the student who proposes to make a practice by his or her own exertions. How is this to be done?

In the old days, of course, such a question hardly arose. When medical men in *futuro* were apprenticed to a doctor in town or country, they learned, so to speak, the

deal cut into by Mr. Lloyd George's Insurance Act; and the "panel" which has taken the place of club practice, while bringing profit to a few, has made any but the most rough-and-ready diagnosis impossible for the young practitioner. That this is only a transitional state of affairs seems to be admitted on all sides, and when the recently formed Ministry of Health gets into operation we shall probably see a great alteration in this respect. But the alteration is certain to be in the direction of making the average doctor more and more of a State official and less and less of a private practitioner than he has been in the past. In other words, he will have in most cases to look forward more to a fixed income

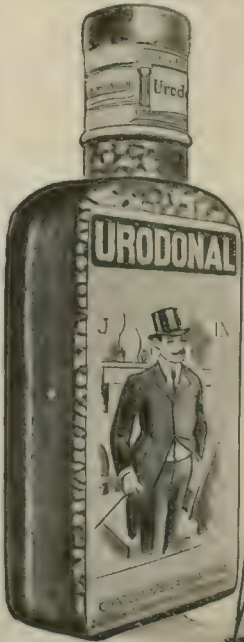
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Neuralgia,  
Sciatica,  
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The dawn of renewed, triumphant and happy youth is reflected in the bottle of Urodonal as in a magic mirror. Have faith in Urodonal and you will immediately see its good results.

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PROF. FLEURY in the course of a communication to his colleagues described some of the symptoms of premature old age, viz.: dyspepsia, constipation, lassitude, insomnia at night and drowsiness during the day, numbness at the back of the neck, headache, cramp, obesity, heart trouble, sudden rise followed by rapid fall of temperature, kidney trouble, loss of memory, lack of determination in action and general want of tone, &c.

He stated that close investigation of such cases had shown that in 165 out of 201 (i.e., 82 %) there was a marked excess of uric acid, this being quite sufficient to cause a man to look prematurely aged. Nevertheless it is consoling to know that this mischievous body poison can be easily and rapidly dissolved and eliminated by the powerful uric acid solvent called URODONAL.

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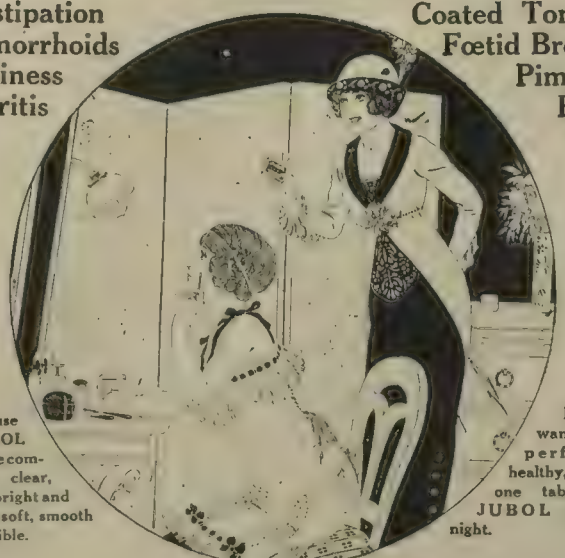
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*Continued*  
paid him by the State than to a fluctuating one earned by his own exertions.

The change which this will make in the young doctor's outlook on life has before been touched on in these columns; but the problem is further complicated by the competition of the other sex. The paper before quoted tells us that of the students now seeking admission to the profession one



AT BAKU, ON HIS WAY TO ENGLAND: THE SHAH OF PERSIA.

The Shah, who is paying a visit to Europe, was received at Baku by Commodore Morris, C.B., commanding the Caspian Flotilla, and by Brig-Gen. Shuttleworth, commanding the Baku area.

*Photograph by Photopress*

fifth are women, and for good or ill, therefore, it is evident that the lady doctor has come to stay. Not more than a very few of these are likely to rise to the higher walks of the specialist; few of them, until the prejudice which undoubtedly exists among the well-to-do of their own sex against consulting them is overcome, are likely to make practices for themselves; and partnerships with male practitioners not connected with them by matrimonial or family ties are, in the present state of society, unthinkable. The result probably will be that the majority of women students will, for the most part, be found serious competitors with the men for such State appointments in the wider sense as are going. Many of them are in a position to accept a lower rate of remuneration than their male competitors; and this may easily lead to a dangerous lowering of the standard. To guard against this should be one of the first cares of the organisations formed for the defence of the profession; and every doctor, young or old, high or low, should give these his or her support. F. L.

wonderment. The central idea is the love of a young engineer for the daughter of the great ironmaster, and the vicissitudes caused by the appearance of his former wife, believed dead in an air-raid. Interwoven with this are side-issues of interest, and many characterisations which are both realistic and powerful. The scene at the furnace when the casting of the new steel takes place, is one which will imprint itself on our memory. Not only was it astounding in its achievement, but it is the supreme moment when human passions, struggling for an outlet, are brought to a climax. The men, who had been controlled up till then, suddenly run riot after the armistice had caused a lock-out, and break

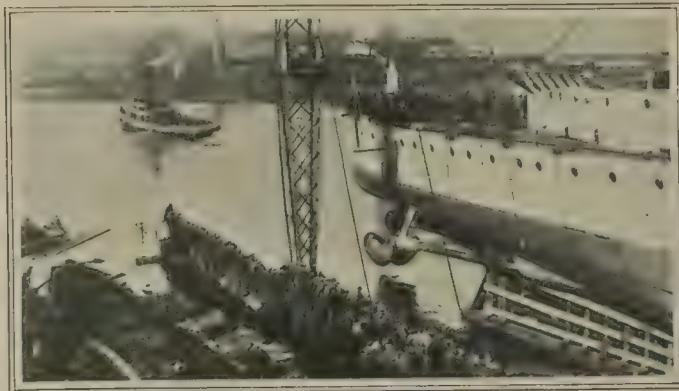
## THE PLAYHOUSES.

### "THE GREAT DAY," AT DRURY LANE.

A STORY, thrilling, logical, intensely gripping, at times topical, at others full of realistic possibilities; added to this scenes most ingeniously staged with all Mr. Arthur Collins's wonted skill; touches of insight into the workings of those who gain their ends by fair or foul means; the struggle between capital and labour; glimpses of that mysterious Paris some of us know and some of us have only heard about—these and endless other surprises by the two authors make the entertainment one long spell of

into the home of their master. Then there is the clever scene of the flooding of the banks of the Seine, when the cabaret in the underworld of Paris is swept away in the rushing waters.

The character of the ironmaster in the hands of Mr. Frederick Ross is masterful yet good-natured, and portrayed with the actor's warmth of tone and usual vigour; Miss Sybil Thorndike as the heroine is full of charm and endows the part with some power; as the lost wife under the spell of the Svengali of the cabaret, Miss Rhoda Symons shows the gift of emotion combined with natural grace of manner; the hero of Mr. Stanley Logan is a gallant young officer, rather unconventional in his ways; the manager of the works and his wife are well drawn by Mr. Clifford Spurr and Miss Mary Brough; and Mr. Gerald Lawrence as the musical scoundrel makes a picturesque type. The comic element is provided by Miss Dorothy Tetley and



NOT A HAPPY "DISPATCH": A LIGHT CRUISER WHICH REFUSED TO LEAVE THE SLIPWAY.

A new light cruiser, H.M.S. "Dispatch," was to have been launched at Glasgow recently, but the vessel refused to leave the way. After efforts by tugs to tow her off, the launch was abandoned.

*Photograph by Photopress.*

Mr. Aubrey Fitzgerald, who go for each other in truly amusing fashion. Then there are Mr. Edward Cooper as the noble lord, Mr. Hugh Buckler's "man who lost his memory," and many others too numerous to mention, who all added to the success of the evening by their spirited performance. In all, a serious tale, yet fascinating in its intensity.

*[Continued overleaf.]*

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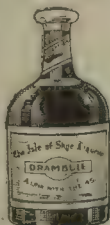
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"The Playhouse"—Continued.]

**"THE CHOICE" AT WYNDHAM'S THEATRE.**

The hero, the Rt. Hon. John Cordways, is a man of stern will, who, rather than break his word, lets himself be judged harsh and unforgiving. He dismisses an ex-soldier, who had proved himself a doer of doughty deeds in the war, for insobriety. No appeals, either from his fellow workers or from the girl to whom Cordways is engaged, can soften his heart in his determination to make an example of the miscreant. This leads to rupture with the fiancée, a darling of society, who has been attracted to the strong man by his dominating character. She turns for sympathy to the man's friend, in whom she finds a solace, although, in spite of his love for her, he takes her to task for her frivolity and the way she has "danced through the war."

The story is interesting, and the first act holds the audience; later one is inclined to criticise the attitude of the man who allows no human consideration to tamper with his set principles. In the end he becomes reconciled with his men, but goes on his lonely way. Mr. Gerald du Maurier portrayed this character with a masterly touch; strong, stern and distinguished. Miss Viola Tree as the light-hearted girl gave a good rendering of the part, charming in her lighter moments, slightly disappointing in her emotion. As the poet friend, Mr. Leon Quartermaine was life-like and sincere, and Mr. Gilbert Hare's study of the old aristocrat was humorous and an excellent caricature. Miss Compton delights as usual with her inimitable way of saying dry things; unfortunately there was little to do for both her and Miss Mary Korko, who played the stately mother. In spite of the unconventional ending, the audience seemed well satisfied, and accorded the play a hearty reception.

**"THE BIRD OF PARADISE" AT THE LYRIC.**

The author transports us to another world; a world of sunshine, beauty, inertia; a world of strange rites and customs; a world where the White Man, should he be a weak character, loses his individuality and becomes a

prey to the *dolce far niente*, the wonders of the island, and the dreamy state created by the drug "ahba," so subtle in its effect. Luana, the last Hawaiian Princess,



AFTER A FLIGHT: SHEIKH ABDULLA BIN ISA AL KHALIFAH, OF BAHRAIN, C.I.E., AT HENDON.

Sheikh Abdulla bin Isa visited Hendon the other day and enjoyed a flight. He wore the flying-cap as a special honour to the Air Force. On every other occasion he has worn his native head-dress.—[Photograph by C.N.]

falls in love with an American doctor, causes him to stay on the island instead of returning to his calling, and does all in her power to adapt herself to the ways and manners of the White Man. But the White Man, in spite of having married her and having degenerated in mind and body, is at last reclaimed by a man who recognises that only a strong hand can raise him from the depths into which he has sunk. This beach-comber prevails upon the doctor to leave Luana, who, under the influence of the High Priest, and in despair at the loss of her lover, makes the great sacrifice and casts herself into the fiery crater of the volcano, hoping thereby to save her people and appease the wrath of the gods.

The story is full of pathos and tender appeal, with moments of deeper thought; those who know the history of Hawaii will read the intention of the author between the lines. The characters are well drawn and well portrayed. Thus the Luana of Miss Dorothy Dix fascinated by her tenderness, the allurements of her native grace; the doctor of Mr. Cronin Wilson was a true picture of a fine man's fall through force of surroundings and temptation; the planter of Mr. James Carew was a splendid type; the priest of Mr. Fisher White was an awe-inspiring interpretation; and Miss Maude Cressall's American girl was convincing by its calm restraint. There remains the part of the beach-comber, admirably acted by Mr. Lyn Harding—it was really the achievement of the evening.

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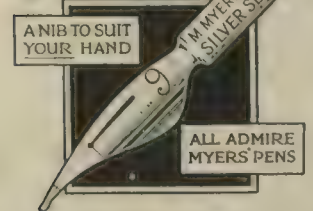
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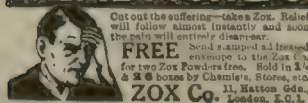
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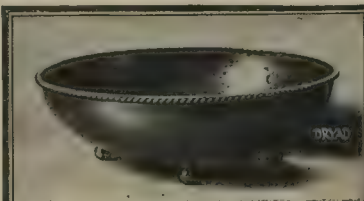
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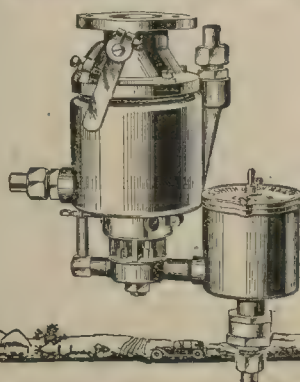
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H.M. HOBSON LIMITED

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## THE STAMPS OF TO-DAY.

By Fred. Melville, Director of the War Stamp Exhibition.  
SEE ILLUSTRATIONS ON ANOTHER PAGE.

THE new postage stamps of the nations sprung up out of the ashes of the old Europe are finger-posts to the study of the history of our own times. Since I gave the readers of *The Illustrated London News*, a pictorial glimpse of the Exhibition of "Neurope" Stamps at 110 Strand, a few weeks ago, many additional novelties have been received there, all of which are mere trifles—stamps light as air, but they help us to read the trend of post-war history. Note the set of five grotesque stamps from Hungary

Sylvanian peasant who tried to paint Central Europe red in the sixteenth century.

New stamps have been issued for the last relic of what was once the Austrian Empire, now the German Austrian Republic. Bavaria is now a "Volkstaat" or "Freistaat"; Wurtemberg, too, is a "Volkstaat"; and Hungary is a "Köztársaság"—all of which terms, overprinted on the old stamps, imply that they are now republics, and that the monarchical régimes have passed away. Bulgaria's new stamps, just arrived, portray the new Tsar, Boris; but his reign is likely to be short, for there are strong indications that Bulgaria, too, will become a republic.

Greece has been given a mandate for another district of Asia Minor on the coast opposite the island of Mytilene. The district, known heretofore as Karassa, has for its chief town Aivalik, or Kydonia, and it is the latter name that the Greeks have overprinted on the commandeered Turkish stamps for use in this protectorate.

British spheres of influence in Asiatic Turkey are denoted by stamps of the Egyptian Expeditionary Force now in use in Palestine, and our "Iraq" and "Mosul" stamps at present current in Mesopotamia. The recently independent kingdom of Hedjaz, also under British protection, has now its distinctive stamps in quaint Arabesque designs.



THE MERMAID INN, AT RYE, UNDER THE HAMMER: AN OLD FIREPLACE.

The news was published recently that the famous Mermaid Inn at Rye, in Sussex, which dates from 1450, was to come under the hammer. At the same time, the fear was expressed that it would be bought for American money, and transferred to Rye, near New York, for re-erection.—[Photographs by Topical Press.]



THE MERMAID INN, AT RYE, UNDER THE HAMMER: A VIEW OF THE BACK.

They were issued during the discredited régime of Bela Cohen (Kun) and his Soviet Government. They bear portraits of heroes of the Hungarian red revolutionaries and, as will be seen, they are persons of highly repellent men. They are ugly, as the social disorders for which Bela Cohen strove were ugly. The portraits are those of: Karl Marx (on the 20 filler stamp), a German Jew who was the founder of modern Socialism; and Engels (on the 80 filler) who was his disciple. Peto, the most respectable-looking of the group (on the 45 filler) was the revolutionary poet of Hungary; Martinovics (60 filler stamp) was a violent democrat and agitator who was executed in 1795; and Dozsa (75 filler) was a Trans-

Turkey, which has developed a strong passion for commemorating events, has issued a series of stamps "in loving remembrance" of the Armistice. They are pictorial stamps of Turkey overprinted with a suitable inscription in Turkish.

The disturbing elements of the Syrian question in the Peace settlement have their reflex in the stamp album already. The French have entered into occupation of Cilicia, a district of Asia Minor, which has Adana for its chief town, and Mesina for its chief port. Here the Turkish stamps have been overprinted "CILICIE," and in some cases with the initials "T.E.O.," which stands for "Territoires ennemis occupés," or occupied enemy territory.

The Georgian and Kuban Republics are now States on the Black Sea, formerly part of the great Russian Empire. Some of our overseas possessions are commemorating their participation in the Great War. The stamps now in use in Newfoundland bear a design of a caribou's head, the badge of the Newfoundland regiment. Jamaica has just issued a pictorial 1½ green stamp, on which is illustrated the departure of a contingent of Jamaican troops from Kingston for Europe—the vignette shows one side of the great transport crowded with troops. There is a great variety of these new stamp issues, of which our page of illustrations represents but a few of outstanding historical interest.

# THREE NUNS TOBACCO

There are two sides to most questions, but there can be only one opinion where "Three Nuns" is concerned . . . for individuality of character this favourite smoking-mixture stands alone. . . .

## "KING'S HEAD"

A stronger blend

BOTH ARE OBTAINABLE EVERYWHERE

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## "THREE NUNS" CIGARETTES

Medium	5½d.	11d.	2 2½	4/3
Hand Made	7d.	1/2	2/11	5/10

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**BEAUTY** \*\*\* Its contour should follow the easy lines and graceful curves of Nature, and add to the dignity of the setting. This is true of the Sizaire-Berwick.

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**ECONOMY** \*\*\* Running cost should be reduced to a minimum. This can only be secured by skilled attention to detail before the Car leaves the factory. No item in the Sizaire-Berwick has been considered by its makers as trivial.

**DURABILITY** \*\*\* The cost of a Car should represent an expenditure that is an investment. The Sizaire-Berwick is a gilt-edge security.

## SIZAIRE-BERWICK AUTOMOBILES

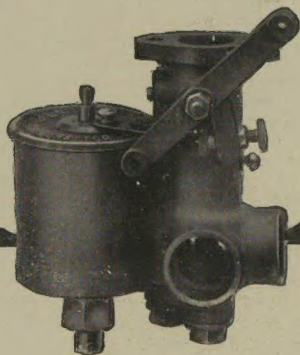
PHOTOGRAPHS AND SPECIFICATION OF THE SIZAIRE-BERWICK CAR WILL BE SENT ON APPLICATION TO THE SIZAIRE-BERWICK, LTD., DEPT. T. 1, PARK ROYAL, LONDON, N.W.10. Telephone 2499 Willesden.







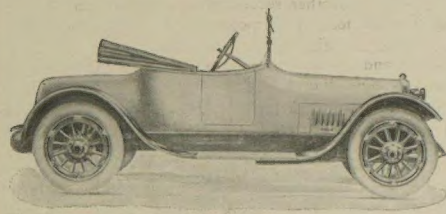
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## A 1919 BUICK

THE lengthened wheel base, the enclosed valve mechanism, the latest and best type of dry plate clutch, are the leading features which differentiate the new Buick model from its famous predecessor "The 1916 Buick Six."

The phenomenal success of that car has led to an enormous number of enquiries relative to the latest Buick, and in consequence we have prepared a folder which describes and illustrates the various models. May we send you a copy?

**Buick**

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110  
Guineas

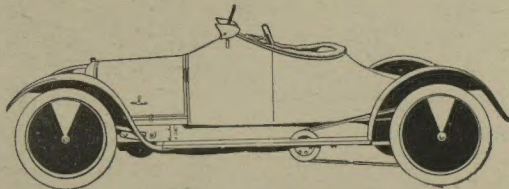
## The Speedy Car

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ECONOMY—THE ORDER OF THE DAY.

THE BEST VALUE AT THE LOWEST COST.

THE SPEEDY TWO-SEATER CAR,  
ONE HUNDRED & TEN GUINEAS.



### SPECIFICATION.

8 H.P. Twin-Cylinder V-shaped Engine, air-cooled  
First grade Magneto.  
Two speeds and reverse.  
6-in. Leather-to-Metal Cone Clutch.  
Chain drive from engine to gear-box, chain from gear-box to counter shaft and belt from counter shaft to driving wheels.  
Two Belts, one on either side, to back wheels.  
Chassis, 5 ft. 6 in. by 4 ft. 10 in. by 12 in.  
Four quarter-elliptic Springs.

Wheels, four disc and wired.  
Domed Wings.  
Tyres, 650 by 63 or 26 by 2½.  
Carburettor, of the first grade.  
Lighting, Electric.  
Body, stream-lined, any colour.  
One-joint Wind Screen.  
Steering, Direct Adjustable Rake.  
Weight under 6 cwt.  
Mileage 60 per gallon.

Agencies still open in several Districts.

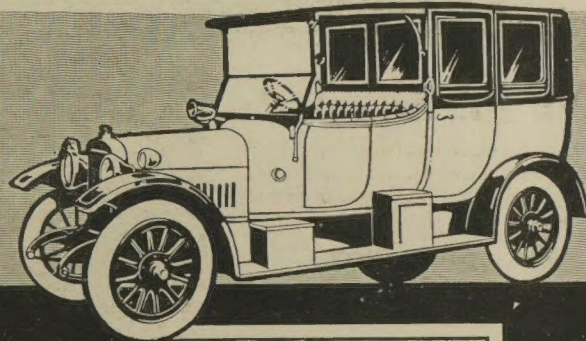
Individual orders filled in rotation.

TERMS:—Ten Guineas with Order, balance when Car is ready for delivery.

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## An Ideal Achieved

FOUR words sum up the ideal present-day car—Simplicity, Reliability, Comfort, Elegance. It is easy to say these words. But it is not so easy to carry out the letter and spirit of them in terms of car design. We have succeeded, and the

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post-war models represent the outcome. An achievement! You may experience pride of possession—if your choice be Sunbeam.

**THE SUNBEAM MOTOR CAR CO., LTD., WOLVERHAMPTON**

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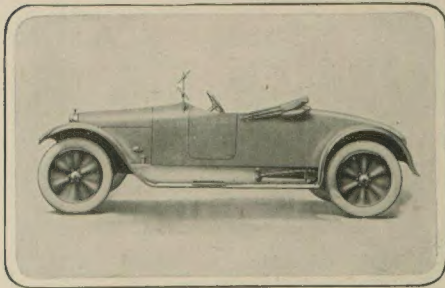
110  
Guineas

110  
Guineas



*Continued.*

The attitude of the A.A. has not been officially announced, but I have the best reasons for thinking that it will be one of active hostility to the new combine. In the meantime, what the private owner has to think over is how he will appreciate being dictated to in the matter of what car he shall own, what tyres and accessories he



FITTED AS A "NATTY" TWO-SEATER: A USEFUL-LOOKING ANGUS-SANDERSON.

shall use, and whose brand of fuel he shall put into his tank—and that by a handful of agents whose chief complaint seems to be swollen head and a fixed intent to make the tail wag the dog. We can leave it at that for the moment.

#### The Price of Benzol.

The Automobile Association is informed by the National Benzol Association that the price of benzol conforming to the approved specification is 2s. 8d. per gallon in fifty-gallon drums, and 2s. 9d. per gallon in two-gallon tins. While there is every hope that these prices will be still further reduced in the future, the following figures may be of interest to our readers, as showing the advantage over petrol of using benzol: Price of No. 1 petrol to-day, 3s. 1d. per gallon at most garages; price of N.B. benzol, 2s. 9d.; initial saving, 4d. It must further be remembered that at least fifteen per cent. more mileage can be obtained from benzol than from the best petrol, and therefore the equivalent price per gallon of benzol to petrol is 2s. 4d., for the former, as against 3s. 1d. for the latter. On a yearly mileage of 10,000 miles on a car doing 20 miles to the gallon, this is equivalent to a saving of £19 3s. 4d., to say nothing of the sweeter running and extra power obtained.

#### Inconsiderate Driving and Its Effects.

I have more than once alluded to the increase in the amount of inconsiderate and reckless driving which is being done now, and have warned the motoring community that, unless steps are taken to ameliorate the grievance it leads to, the authorities would be compelled in self-defence to take retaliatory measures. The result of it all is to be seen in the marked renewal of activity of the police in many parts of the country, and the complaints which reach the motoring organisations from various local authorities. Shrewsbury, for example, is talking about applying for the imposition of a speed-limit in the borough. Bodmin also has been considering asking for a ten-mile limit, but has now consented to hold its hand while it watches the effect produced by the erection of cautionary signs by the R.A.C. Bridgend is another place in which the intervention of the Club and the erection of similar signs have postponed the evil day. There will have to be a distinct improvement in the road manners of a considerable section of the motoring community if we are not to have wholesale applications for these local speed-limits.

#### Back to the Work of Peace.

A car that was making rapid strides in the favour of the motorist who is so fortunately placed as to be able to pay well for the best, but which suffered like others from the cessation of manufacture during the war, was the pre-war Sizaire-Berwick. I have seen certain of the new-period cars, and they are undoubtedly fully up to the high standard of the older models, if they are not well in front. There is individuality about every car, since each is built with an eye to its new owner's personal requirements. Whatever may be the merits of standardisation—and they are many when we regard cheapness of production—there is no doubt the man who has money enough to gratify his own tastes prefers the note of individuality to which I have referred. The owner of the Sizaire-Berwick has the profound satisfaction of knowing that there is not

another car on the road precisely like his own, and that is most certainly worth paying for if one can afford it. I must say I have seen few cars I like as well, and none better, than the new models which are beginning to emerge from the Park Royal factory.

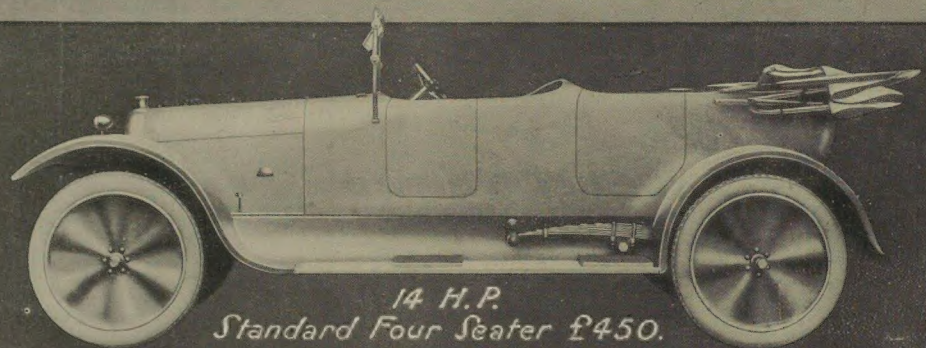
**Items of Interest.** Messrs. Brown Brothers, of Great Eastern Street, E.C., have sent me a very useful device in the shape of the "Tapp" petrol-pourer, which one simply pushes into the petrol-can. The latter is then inverted for pouring. There is an air-valve which is closed by a finger, so that the flow can be instantly stopped, and the whole thing weighs but a few ounces and can almost be carried in the pocket. It is a very practical little device, and, as it costs only about six shillings, it should become popular.

Major Basil Cockrell has joined the well-known firm of Messrs. Gaston, Williams and Wigmore, as the head of their motor department. Major Cockrell joined the Army in the first week of the war as a private in the Royal Engineers, afterwards being gazetted to the Cheshire Regiment, being later specially requisitioned by the War Office for the A.S.C. Here he progressed rapidly, and the Armistice found him in charge as Director of the section responsible for the production of mechanical transport. He was mentioned in despatches in 1918.—W. W.



PRESENTED TO DR. ELLIOTT ALVES BY THE VENEZUELAN MINISTER ON BEHALF OF RESIDENTS OF SOUTH AMERICA: A HANDSOME SERVICE OF PLATE.

As an appreciation of "invaluable services rendered to the Empire and the Republics of Central America," this service of plate, supplied by the Goldsmiths and Silversmiths Company, 112, Regent Street, W., was presented to Dr. Elliott Alves by the Minister for Venezuela.



14 H.P.  
Standard Four Seater £450.

The 14-h.p. Angus-Sanderson de Luxe is the best value-for-money car yet produced in this country. And the secret lies in Angus-Sanderson mass-production, which reduces manufacturing costs without sacrificing quality.

Every business man knows that such production is the A B C of commercial economies.

With the Angus-Sanderson 14-h.p. de Luxe it means that you get a car complete with Lucas' Electric Self-Starter and Lighting Set, 5 tyres and detachable wheels, etc., worth over £700 for £450.

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*What are the wild waves saying?*

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*—of course!*

—and you have only to look at this bonnie Glaxo Baby to see how true it is. Look at her sturdy body, her strong limbs, note her obvious joyousness and utter fearlessness. Yet she is only 14 months old. She has had Glaxo right from birth and still insists upon having her Glaxo every day. That is the kind of Baby you must have, the kind of Baby that proves yet once again that "The Glaxo Way" is the way to HAPPY Motherhood—for what mother could be otherwise than happy with such a healthy, happy little imp of mischief all her own?

The value of Glaxo to your Baby is in the greatly increased chance it gives your little one of growing up strong and healthy, sound in body and mind. Its great value to you is that it saves you endless anxiety, makes the feeding of your Baby simple and uncomplicated, helps you to realise the proud joy of successful motherhood. With Glaxo you *know* you are giving your Baby the best possible chance—whether you take it yourself to improve your own breast-milk, or give it to Baby either in turn with the breast, or as the sole food from birth.

*If you have a Baby—or expect a Baby—send this Coupon and 7<sup>d</sup> stamps to-day*

*Expectant Mothers note special offer of new book "Before Baby Comes."*

The Glaxo Baby Book is a text-book of Mothercraft—written in language that every mother can understand and apply, arranged under headings and indexed for easy reference—cramped full of Baby-love and Mother-wisdom—"a perfect mine of necessary information," as one mother says. It is a book that could not be published in the ordinary way for less than 2/6, but because it tells you about Glaxo—and you ought to know about Glaxo—we will send you your copy post free for this coupon and 7d. in stamps. Write to-day

To Expectant Mothers we will also send our latest little book, "Before Baby Comes," in addition to the Baby Book, without extra charge, if it is stated on the coupon when baby is expected. It deals with the whole question of a mother's care of herself in the months before baby comes.

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Please send me the 136-page Glaxo Baby Book and Book "Before Baby Comes" for which I enclose 7d. in stamps. (WRITE IN BLOCK LETTERS)

Name: ..... Address: ..... Town: ..... County: ..... "I.L.N." 27/9/19

I have a baby aged .....  
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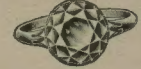



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